

CITY OF VANCOUVER

REGULAR COUNCIL MEETING

A regular meeting of the Council of the City of Vancouver was held on Tuesday, May 10, 1977, in the Council Chamber, commencing at 2:00 P.M.

PRESENT: Mayor Volrich
Aldermen Bellamy, Brown, Ford,
Gerard, Harcourt, Kennedy,
Marzari, Puil and Rankin.

ABSENT: Alderman Gibson (Leave of Absence)

CLERK TO THE COUNCIL: D.H. Little.

PRAYER

The proceedings in the Council Chamber were opened with prayer, offered by Alderman Gerard.

ACKNOWLEDGMENT

The Mayor acknowledged the presence in the Council Chamber of Grade 11 students from the Humanities Class at Eric Hamber Secondary School, under the direction of their teacher, Mr. Pawlik.

'IN CAMERA' MEETING

The Council was advised that there were matters to be considered 'In Camera' later this day.

ADOPTION OF MINUTES

Prior to considering the adoption of the minutes of the Special Council (Public Hearing) of April 21, 1977, Council noted a letter dated May 5, 1977, from Mr. van Eijnsbergen, Counsel for Spools Lumber, questioning the resolution of Council on page 5, on the rezoning application of Mr. A.T. Gjernes and the Director of Planning, wherein reference is made to where lumber may be stored.

The writer was of the opinion that Council was not specific as to the area where lumber could be openly stored.

After due consideration, it was

MOVED by Ald. Kennedy

SECONDED by Ald. Puil

THAT the following words be struck from the first resolution on page 5, as contained in the minutes of the Special Council, dated April 21, 1977:

'FURTHER THAT the CD-1 By-law be amended to include the storage of lumber which may be located from a depth of 140 feet north from Kent Avenue.'

Cont'd....

Regular Council, May 10, 1977. 2

ADOPTION OF MINUTES (Cont'd)

FURTHER THAT, on page 1, item 1 of the Special Council minutes of April 21, 1977, the voting as shown be amended to record Alderman Brown as opposing the application re Earles Street and Vanness Avenue.

- CARRIED UNANIMOUSLY

MOVED by Ald. Kennedy

SECONDED by Ald. Puil

THAT the Minutes of the following meetings be adopted:

Special Council (Public Hearing) April 21, 1977,
(after amendment as above);

Regular Council, April 26, 1977, (except the 'In Camera' portion);

Special Council (Public Hearing) April 28, 1977.

- CARRIED UNANIMOUSLY

COMMITTEE OF THE WHOLE

MOVED by Ald. Bellamy

SECONDED by Ald. Rankin

THAT this Council resolve itself into Committee of the Whole, Mayor Volrich in the Chair.

- CARRIED UNANIMOUSLY

DELEGATIONS

1. Cars, Congestion and
Pollution in the City.

The Council received a delegation from Mr. Paul Wichlinski, who filed a brief dated February 16, 1977, on the topic of cars and pollution, particularly as it affects parks in the City.

2. Proposed Buildings - 2883
and 2891/93 Point Grey Road.

On April 5, 1977- Council deferred a report from the City Manager, dated April 1, 1977, concerning proposed buildings at 2883 and 2891/93 Point Grey Road, pending the hearing of a delegation from the owners of Killarney Manor at 2890 Point Grey Road.

Mrs. E. Murson addressed the Council and filed a brief giving details of the properties in question and stating that the building at 2883 Point Grey Road would appear to contravene the City's by-laws. Mrs. Murson also requested Council to stop any development at 2891/93, Point Grey Road until satisfaction is obtained in so far as the City's objectives and regulations are concerned.

Cont'd....

DEFICITIONS (Cont'd)

Proposed Buildings - 2883 and
2891/93 Point Grey Road (Cont'd)

With the permission of Council, Dr. Telford, representing the North-side Point Grey Road and Cameron Avenue property owners, spoke against the harassment being caused to persons involved in building on Point Grey Road, and requested that Council in the future, advise area residents when matters of area interest are brought before it.

MOVED by Ald. Rankin

THAT a report be prepared on the brief submitted this day by Mrs. Murson, as to whether the buildings in question conform to City by-laws.

- CARRIED UNANIMOUSLY

UNFINISHED BUSINESS

1. Proposed Downtown Federal
Government Office Building

On April 19, 1977, Council deferred a motion by Alderman Marzari concerning the proposed Downtown Federal Government Office Building, pending a report from the Director of Planning, City Engineer and the G.V.R.D. Planners on the result of a meeting held with the Ministry of Works officials.

Pursuant thereto, Council noted a report from the City Manager dated May 5, 1977, and a letter from the G.V.R.D. Planning Committee dated May 5, 1977, on the topic.

MOVED by Ald. Harcourt

THAT the recommendation of the City Manager, as contained in his report dated May 5, 1977, be approved and Alderman Marzari's motion be deferred accordingly.

- CARRIED

(Ald. Kennedy and Puil opposed)

COMMUNICATIONS OR PETITIONS

1. C.U.P.E. National Convention
Grant Request.

Council noted a letter dated April 26, 1977, from the Canadian Union of Public Employees (B.C. Division) requesting that the City contribute \$5,000 grant to the organization's National Convention which will be held in Vancouver in October of this year.

MOVED by Ald. Brown

THAT no action be taken on the request from C.U.P.E.

- CARRIED UNANIMOUSLY

COMMUNICATIONS OR PETITIONS (Cont'd)2. Vancouver Art Gallery -
Proposed use of balance
of Funds from Grant.

Council had for consideration a letter dated April 27, 1977 from Vancouver Art Gallery, as follows:

" Further to our meeting on April 22nd, we are here-with making application for the use of the balance of the funds which were designated for the writing of the Functional Program, for the purpose described below. As you may recall, Council approved an amount up to \$15,000 toward this study, but because the Functional Program was brought in at a cost of around \$10,000, there is approximately \$5,000 left in that grant. As Mr. Rombout and myself mentioned to you, we now have information which suggests that, if the interior of the Courthouse could be gutted, the physical requirements as defined by the Functional Program could be met in the space available. We have been advised by the Erickson firm that they are willing to undertake the next phase for \$5,000, which would encompass structural, mechanical and electrical analyses, as well as a final costing on the total project. They would submit drawings to a stage from which preliminary cost estimates could be made.

If City Council agrees to our request that the balance of the funds be applied to such a costing study, then we would propose that the terms of reference for the study be drawn up in the same manner as those of the Functional Program, that is to say, we would work out terms of reference between City officials and ourselves.

I would like to reiterate Mr. Rombout's observation in our meeting that we are beginning to experience a fair amount of pressure from local architects who are aware that new Gallery facilities may be imminent. With respect to the drawing up of the terms of reference, it may be wise to ensure that the nature of the study to be undertaken ought not to leave the impression that the Erickson architects would automatically be the firm to provide architectural services for the renovation of the Courthouse, if and when that came about.

Mr. Rombout and I would also like to confirm that we will keep your office informed regarding our forthcoming discussion with the Honourable Sam Bawlf and also that the Gallery will not undertake negotiations of any kind on this project, either on the provincial or federal level, without prior consultation with your office.

The Director and I reflected upon your observation concerning the potential disposition of the present Art Gallery site if the Courthouse site becomes a reality for the location of a new Gallery. While we are aware that \$2.3 million has been set aside toward the renovation of the Courthouse, we feel that these funds will, in all likelihood, need to be supplemented by other local public funding. We feel very strongly that the value of the present site ought to be dedicated to the Gallery and that the potential proceeds of sale will be needed and necessary for the capital funding of a new or renovated structure. The money from the sale of the site could be clearly identified as being a City contribution. I am sure you will appreciate that, in this regard, we and the City need to put ourselves in a strong bargaining position with both the provincial and federal governments and be able to show "up front" funds in the range of \$4 million being available either from or through the City. On the basis proposed, this could be accomplished without any demand on current City revenues. I believe you will agree that if we are able to place ourselves in such a position, it will significantly strengthen our request for funds from other sources, including the private sector.

Cont'd....

COMMUNICATIONS OF PETITIONS (Cont'd)

Vancouver Art Gallery (Cont'd)

We are looking forward to your views regarding the above. We would like to thank you for your continued interest in this important project."

MOVED by Ald. Puil

THAT the sum of \$5,000 be approved towards a costing study encompassing structural, mechanical and electrical analyses, as well as final costing on the total project.

FURTHER THAT the City Manager report on the relationship of the Art Gallery to the City, present and proposed management of the Art Gallery and other related matters contained in the letter from the Art Gallery, dated April 27, 1977.

AND FURTHER THAT the Art Gallery Association be invited to be present when the Manager's report is before Council.

- CARRIED

(Alderman Kennedy opposed)

3. Use of P.N.E. Float at Williams Lake Stampede.

Council noted a letter dated April 15, 1977, from the Pacific National Exhibition, agreeing to the Mayor's suggestion that the P.N.E. Float be made available for the Williams Lake Stampede celebrations on June 30 and July 1, 1977. The cost involved will be \$729, which the P.N.F. is prepared to share.

MOVED by Ald. Bellamy

THAT the City contribute \$365 towards entering the P.N.E. float in the Williams Lake Annual Stampede.

- CARRIED UNANIMOUSLY

4. Re-opening of Robson Street

The Council considered the matter of the Robson Street Closure as affected by the new Government Court House, and, in this regard, noted a memorandum dated May 5, 1977, from the Chairman of the Transportation Committee, a memorandum dated May 5, 1977 from the City Manager and a letter dated May 5, 1977, from Mr. John A. Murchie, requesting to address Council this day.

It was suggested in the Manager's memorandum that May 24, 1977 be set aside for a report reference on the Robson Street problems including a discussion on the "Robson Street Character Area Study".

The Mayor also advised of a Telex received from Premier Bennett this day, as follows:

"The Government's position on the reopening of Robson Street between Howe and Hornby streets was made clear twelve months ago when we accepted Dr. Shrum's report and recommendations. Dr. Shrum's recommendation that the Province provide the construction for a four lane street. It is our position that the City of Vancouver must make the decision as to the number of lanes that will be provided. The Province will provide any number of lanes up to four which the City decides upon at this time without any further cost to that which has already been agreed upon. If the City chooses to alter the decision in the future, any additional cost at that time must be borne by the City and in a letter addressed to Arthur Erickson Architects, dated April 29, 1977 a copy of which was sent to you. Dr. Shrum reiterated our position again."

Cont'd..

COMMUNICATIONS OR PETITIONS (Cont'd)

Re-opening of Robson Street (Cont'd)

Mr. Murchie, on behalf of a number of merchants on Robson Street, urged the Council to re-open Robson Street and permit four lanes of traffic at the earliest possible time. Mr. Murchie also stressed the present financial predicament of the merchants caused by the closure.

MOVED by Ald. Kennedy

THAT the Provincial Government be requested to provide for the construction of a 42 foot width roadway on the Robson Street overpass.

- LOST (tie-vote)

(Aldermen Brown, Ford, Harcourt, Marzari & Rankin opposed)

A recorded vote was requested on the above motion and the result was declared as follows:

<u>For</u>	<u>Against</u>
Ald. Bellamy,	Ald. Brown,
Ald. Gerard,	Ald. Ford
Ald. Kennedy,	Ald. Harcourt,
Ald. Puil	Ald. Marzari,
The Mayor.	Ald. Rankin.

- - - - -

The Council recessed at 4:00 P.M. to reconvene following the adjourned Public Hearing at 4:25 p.m., with the same Members present.

- - - - -

CITY MANAGER'S REPORT

Fire and Traffic Matters
(May 6, 1977)

Street Closure - Mount Pleasant
Neighbourhood Fair.
(Clause 2)

In considering this clause, the Council also noted a letter dated May 7, 1977, from the Mount Pleasant Neighbourhood Fair, requesting a grant of \$300 to help cover the costs involved in the event.

MOVED by Ald. Rankin

THAT the organization's request to close 8th Avenue from Guelph to Prince Edward Streets, to vehicular traffic on Saturday May 28, 1977, from 9:00 a.m. to 9:00 p.m. be approved, subject to the conditions detailed in the report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Puil

THAT a grant of \$300 to Mount Pleasant Neighbourhood Fair, be approved.

- CARRIED UNANIMOUSLY
AND BY THE REQUIRED
MAJORITY

The Council recessed at 4:30 p.m. and, following an 'In Camera' meeting in the Mayor's Office, reconvened in the Council Chamber at 5:25 p.m. with Mayor Volrich in the Chair and the same Members present.

B Social Mix in Area 2 of False Creek

B(i) Area 2 False Creek - Engineering Aspects of Marathon Developments

Council considered a report, dated May 5, 1977, from the City Manager, concerning Social Mix in Area 2 of False Creek, and a further report also dated May 5, 1977, on the Engineering Aspects of Marathon Developments in Area 2 of False Creek.

Council noted a letter, dated May 9, 1977, from Marathon Realty Company Limited, distributed this day, setting out the interpretation of an agreement concerning Perimeter Road and the closing of Taylor Street affecting the Bridge easement. Mr. Boyes, Acting City Engineer, advised Council that he agreed with Marathon's interpretation.

It was pointed out to Council that, in the Manager's report dealing with the Engineering Aspects, the word "lessees" contained in paragraph 5, page 2, and consideration item "B", is incorrect and should read "owners".

MOVED by Ald. Brown

THAT the City Engineer be instructed to consent to the granting of the permit on the undertaking from Marathon that all original owners in Block A will be notified of the future bridge relocation.

- LOST

(Ald. Bellamy, Ford, Gerard, Harcourt, Kennedy, Marzari
Puil, Rankin and the Mayor opposed)

MOVED by Ald. Puil

THAT the City Engineer be instructed to refuse his consent to the granting of a development permit for Block A unless an easement is granted for the new bridge on open space to be incorporated with Block A.

- CARRIED

(Ald. Brown opposed)

MOVED by Ald. Harcourt

THAT the letter from Marathon Realty Company Limited, dated May 9, 1977, be received.

- CARRIED UNANIMOUSLY

MOVED by Ald. Harcourt

THAT the recommendations of the City Manager, as contained in his report, dated May 5, 1977, dealing with the Social Mix in Area 2 of False Creek, be approved.

- (carried)

(Ald. Gerard, Marzari & Rankin opposed)

Cont'd.....

CITY MANAGER'S REPORTS (Cont'd)

Social Mix - Area 2- False Creek (Cont'd)

MOVED by Ald. Marzari

THAT the motion by Alderman Harcourt be deferred pending a further report from staff on real costs to the City and types of housing that could be provided.

- LOST

(Ald. Bellamy, Brown, Ford, Harcourt, Kennedy,
Puil and the Mayor opposed)

The motion to defer having lost, the motion by Alderman Harcourt was put and CARRIED.

Works and Utility Matters
(May 6, 1977)

Proposed Paving of Park Drive,
Granville to Oak. (Brief of
Portugal, Rousseau et al) (Clause 4)

In considering this clause, the City Manager advised that he was now recommending that Council delete the project from the work program. Mrs. Rousseau, resident of Park Drive indicated if this were done, there would be no necessity for her delegation to address Council.

It was, therefore,
MOVED by Ald. Puil

THAT the proposed paving of Park Drive, Granville to Oak, be deleted from the City's work program.

- CARRIED UNANIMOUSLY

COMMUNICATIONS OR PETITIONS (Cont'd)

6. Change in Deputy Mayor Roster, 1977

MOVED by Ald. Bellamy

THAT, in accordance with the Mayor's recommendation as contained in his memorandum dated May 6, 1977, the Deputy Mayor schedule be changed as follows:

Deputy Mayor for August: Alderman Bellamy
Deputy Mayor for October: Alderman Gerard.

- CARRIED UNANIMOUSLY

7. Burrard Inlet Ferry and
Bus Route Changes

A letter from the Conference of Local Area Councils, Traffic and Transit Committee, dated May 6, 1977, requesting to appear as a delegation on the matter of Burrard Inlet Ferry and Bus Route Changes, was noted.

MOVED by Ald. Rankin

THAT the delegation request be granted.

- CARRIED UNANIMOUSLY

Regular Council, May 10, 1977 9

CITY MANAGER'S AND OTHER REPORTS

A. MANAGER'S GENERAL REPORT
MAY 6, 1977

Works & Utility Matters
(May 6, 1977)

The Council considered this report which contains seven clauses, identified as follows:

- Cl. 1. Closure of Portion of North Side of 17th Avenue
East of Slocan Street, Block D, Section 44,
T.H.S.L. Plan 11660
- Cl. 2. Street Improvement at S.E. Marine & Kerr.
- Cl. 3. Tender No. 57-76-5 - Reinforced Concrete Pipe
Manhole Sections and Tops.
- Cl. 4. Proposed Paving of Park Drive, Granville to Oak.
- Cl. 5. Pacific Centre Garage.
- Cl. 6. Pacific Centre Garage - Financial Status.
- Cl. 7. Pacific Centre Garage - Management Agreement.

Closure of Portion of N/S of 17th
Avenue East of Slocan (Clause 1)

MOVED by Ald. Kennedy,
THAT the recommendation of the City Manager contained in
this Clause be approved.

- CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY

Street Improvement at S.E.
Marine and Kerr (Clause 2)

MOVED by Ald. Brown,
THAT the recommendation of the City Manager contained in
this Clause be approved.

- CARRIED UNANIMOUSLY

Tender - Reinforced Concrete
Pipe Manhole Sections and Tops
(Clause 3)

MOVED by Ald. Kennedy,
THAT the recommendation of the City Manager contained in
this Clause be approved.

- CARRIED UNANIMOUSLY

Proposed Paving of Park Drive
Granville to Oak (Clause 4)

For Council action on this Clause, see page 8.

Pacific Centre Garage
(Clause 5)

MOVED by Ald. Kennedy,
THAT the recommendation of the City Manager contained in
this Clause be approved.

- CARRIED UNANIMOUSLY

Pacific Centre Garage -
Financial Status (Clause 6)

MOVED by Ald. Bellamy,
THAT this Clause be received for information.

- CARRIED UNANIMOUSLY

cont'd....

Regular Council, May 10, 1977 10

CITY MANAGER'S AND OTHER REPORTS (cont'd)

Works & Utility Matters
(May 6, 1977) (cont'd)

Pacific Centre Garage -
Management Agreement (Clause 7)

MOVED by Ald. Brown,

THAT the recommendation of the City Manager contained in this Clause be approved.

- CARRIED UNANIMOUSLY

Social Service & Health Matters
(May 6, 1977)

Temporary Assistance for Stanley Park
Zoo Superintendent (Clause 1)

MOVED by Ald. Kennedy,

THAT the recommendation of the City Manager contained in this Clause be approved, with funds being allocated from Contingency Reserve.

- CARRIED UNANIMOUSLY

Building & Planning Matters
(May 6, 1977)

The Council considered this report which contains eight clauses, identified as follows:

- Cl. 1. Strata Title Application - Conversion: 1214-1218 West 15th Avenue.
- Cl. 2. Champlain Heights - Enclave One
- Cl. 3. Shaughnessy, Gladstone & Elliott Street End Mini-Parks Project.
- Cl. 4. Rezoning Application - West 33rd Avenue and MacKenzie Street.
- Cl. 5. Park Space and Playing Fields - Areas 6 and 10 and Granville Island, False Creek.
- Cl. 6. Kitsilano N.I.P. Appropriation: Kitsilano Neighbourhood House Grounds Improvement.
- Cl. 7. Strathcona Rehabilitation Project - Location of Massey Award Marker.
- Cl. 8. Kitsilano N.I.P. Appropriation - Playground Improvement at Tennyson School.

Clauses 1 and 2

MOVED by Ald. Brown,

THAT the recommendations of the City Manager contained in Clauses 1 and 2 be approved.

- CARRIED UNANIMOUSLY

Shaughnessy, Gladstone and Elliott
Street End Mini-Parks Project (Clause 3)

MOVED by Ald. Kennedy,

THAT the recommendation of the City Manager contained in this Clause be approved after deleting Elliott Street End Park from recommendation (c) with funding adjusted accordingly;

FURTHER THAT the City Manager report back on the safety aspects of the Gladstone Street End Park.

- CARRIED UNANIMOUSLY

Clauses 4, 5 and 6

MOVED by Ald. Harcourt,

THAT the recommendations of the City Manager contained in Clauses 4, 5 and 6 be approved.

- CARRIED UNANIMOUSLY

(Alderman Kennedy opposed to Clause 5)

cont'd....

CITY MANAGER'S AND OTHER REPORTS (cont'd)

Building & Planning Matters
(May 6, 1977) (cont'd)

Strathcona Rehabilitation Project -
Location of Massey Award Marker
(Clause 7)

MOVED by Ald. Brown,
THAT the recommendation of the City Manager contained in
this Clause be approved.

- CARRIED UNANIMOUSLY

Kitsilano N.I.P. Appropriation -
Playground Improvement at Tennyson
School (Clause 8)

MOVED by Ald. Harcourt,
THAT the recommendation of the City Manager contained in
this Clause be approved.

- CARRIED UNANIMOUSLY

Licenses & Claims Matters
(May 6, 1977)

Claim - B.C. Telephone
Company (Clause 1)

MOVED by Ald. Puil,
THAT the recommendation of the City Manager contained in
this Clause be approved.

- CARRIED UNANIMOUSLY

Fire and Traffic Matters
(May 6, 1977)

The Council considered this report which contains two clauses
identified as follows:

- Cl. 1. Champlain Heights Development - Closure of the
Tyne-Rumble Connection.
- Cl. 2. Street Closure to Accommodate the Mount Pleasant
Neighbourhood Fair.

Champlain Heights Development -
Closure of the Tyne-Rumble Connection
(Clause 1)

MOVED by Ald. Harcourt,
THAT the recommendation of the City Manager contained in
this Clause be approved.

- CARRIED UNANIMOUSLY

Street Closure to Accommodate the
Mount Pleasant Neighbourhood Fair
(Clause 2)

For Council action on this Clause, see page 6.

Regular Council, May 10, 1977 12

CITY MANAGER'S AND OTHER REPORTS (cont'd)

Finance Matters
(May 6, 1977)

The Council considered this report which contains three clauses, identified as follows:

- Cl. 1. Consent to Assignment of Lease.
- Cl. 2. Investment Matters (Various Funds) - 1977
- Cl. 3. West Health Unit - 3998 Main Street.

Clauses 1, 2 and 3

MOVED by Ald. Marzari,

THAT the recommendations of the City Manager contained in Clauses 1, 2 and 3 be approved.

- CARRIED UNANIMOUSLY

Property Matters
(May 6, 1977)

The Council considered this report which contains four clauses identified as follows:

- Cl. 1. Burrard Street Widening - 1800 - 1802 West 4th Avenue. Compensation to Lessee.
- Cl. 2. Sale of Property - N.W. Corner of Burrard Street and 3rd Avenue.
- Cl. 3. Lease Renewal of 1655 Robson Street West End Services Centre.
- Cl. 4. Strathcona Infill Housing Lots: Request to resell to the City by the Provincial Government.

Clauses 1, 2, 3 and 4

MOVED by Ald. Puil,

THAT the recommendations of the City Manager contained in Clauses 1, 2, 3 and 4 be approved.

- CARRIED UNANIMOUSLY

B. Social Mix in Area 2
of False Creek

For Council action on this report, see page 7.

C. Bid and Performance Bonds

MOVED by Ald. Rankin,

THAT the recommendation of the City Manager contained in his report dated May 10, 1977, be approved.

- CARRIED UNANIMOUSLY

D. Decorative Street Banners -
Tender No. 10-77-1

The Administrative Assistant to the City Manager advised that the City Manager wished to amend his recommendation to approval of Option 2 contained in his report dated May 10, 1977.

MOVED by Ald. Brown,

THAT the City authorize additional funds of \$3,652.00 and award the contract to Seaboard Advertising Company for 602 banners at a total cost of \$16,452.66.

- CARRIED UNANIMOUSLY

Regular Council, May 10, 1977 13

CITY MANAGER'S AND OTHER REPORTS (cont'd)

- E. Sale of Industrial Site -
W/S Skeena, North of Grandview
Highway

MOVED by Ald. Harcourt,
THAT the recommendation of the City Manager contained in
his report dated May 6, 1977, be approved.

- CARRIED UNANIMOUSLY

- F. Orpheum Bar Service Contract

MOVED by Ald. Puil,
THAT the recommendation of the City Manager contained in
his report dated May 9, 1977, be approved.

- CARRIED UNANIMOUSLY

- G. Sale of City Property - N/S 1400
Block East 14th Avenue to Coast
Foundation Society

MOVED by Ald. Harcourt,
THAT the recommendation of the City Manager contained in
his report dated May 10, 1977, be approved.

- CARRIED UNANIMOUSLY

STANDING COMMITTEES AND OTHER REPORTS

- I. Part Report of Standing Committee
on Planning and Development,
April 21, 1977

The Council considered this report which contains three
clauses identified as follows:

- Cl. 1: D.P.A. - 1247 West 7th Avenue and Discussion of
FM-1 Zoning - Fairview Slopes
- Cl. 2: Design Guidelines - Surface Parking -
Downtown District
- Cl. 3: Convention Centre/Exhibit Hall Feasibility Study

Clauses 1, 2 and 3

MOVED by Ald. Harcourt,
THAT the recommendations of the Committee contained in
Clauses 1, 2 and 3 be approved.

- CARRIED UNANIMOUSLY

- II. Report of Standing Committee
on Community Services,
April 21, 1977

The Council considered this report which contains four
clauses identified as follows:

- Cl. 1: Requests for Surplus City Furniture and
Equipment
- Cl. 2: Hardship Cases
- Cl. 3: Welfare Rates for Single Persons
- Cl. 4: Appointment to 'Users' Committee of Family Court

Clauses 1, 2, 3 and 4

MOVED by Ald. Rankin,
THAT Clause 1 and the recommendations of the Committee
contained in Clauses 2 and 4 be approved and Clause 3 be
received for information.

- CARRIED UNANIMOUSLY

Regular Council, May 10, 1977 14

STANDING COMMITTEE AND OTHER REPORTS (cont'd)

III. Report of Standing Committee
on Transportation,
April 28, 1977

The Council considered this report which contains four clauses identified as follows:

- Cl. 1: Burrard Inlet Ferry and Bus Route Changes
- Cl. 2: Arthur Laing Bridge - Commuter Use
- Cl. 3: Identification of Tow Trucks
- Cl. 4: Bus Shelters

Burrard Inlet Ferry and Bus
Route Changes (Clause 1)

The City Clerk advised that Mr. Ruddell would make representations to the Standing Committee on Transportation with respect to his concerns related to this Clause.

MOVED by Ald. Kennedy,

THAT the recommendation of the Committee contained in this Clause be approved.

- CARRIED UNANIMOUSLY

Clauses 2, 3 and 4

MOVED by Ald. Kennedy,

THAT the recommendations of the Committee contained in Clauses 2, 3 and 4 be approved.

- CARRIED UNANIMOUSLY

IV. Report of Standing Committees on
Finance & Administration and
Transportation, May 3, 1977

Provincial Transit Authority
(Clause 1)

MOVED by Ald. Kennedy,

THAT the recommendations of the Committee contained in this Clause be approved.

- CARRIED UNANIMOUSLY

V. Report of Standing Committee
on Community Services,
May 5, 1977

Carnegie Building - Hastings and
Main (Clause 1)

Council noted an addendum report on this matter circulated this day from the Director of Finance.

MOVED by Ald. Rankin,

THAT the recommendations of the Committee contained in this Clause be approved.

- CARRIED UNANIMOUSLY

During discussion of the above item, Alderman Ford advised that the Library Board has reservations with respect to providing a 'reading room type' library in this facility as it does not feel the expenditure is warranted.

Regular Council, May 10, 1977 15

STANDING COMMITTEE AND OTHER REPORTS (cont'd)

VI. Report of Special Joint Council/
Park Board Committee re Jericho,
April 28, 1977

Decisions on the future of the
Jericho Hangars (Clause 1)

MOVED by Ald. Harcourt,
THAT the recommendation of the Committee contained in
this Clause be approved;

FURTHER THAT the letter from the Park Board dated May 9,
1977, be received.

- CARRIED

(Aldermen Brown and Gerard opposed)

COMMITTEE OF THE WHOLE

MOVED by Ald. Bellamy,
THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Bellamy,
SECONDED by Ald. Rankin,
THAT the report of the Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY

BY-LAWS

1. BY-LAW TO ASSESS CERTAIN REAL PROPERTY
IN THE YEAR 1977 FOR THE PURPOSE OF
DEFRAYING THE COSTS AND CHARGES WITH
RESPECT TO CERTAIN COLLECTIVE PARKING
PROJECTS

MOVED by Ald. Brown,
SECONDED by Ald. Marzari,
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer
declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Brown,
SECONDED by Ald. Marzari,
THAT the By-law be given second and third readings and the
Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

2. BY-LAW TO ASSESS CERTAIN REAL PROPERTY
IN THE YEAR 1977 FOR THE PURPOSE OF
DEFRAYING THE COSTS AND CHARGES WITH
RESPECT TO THE MAINTENANCE OF THE TROUNCE
ALLEY AND BLOOD ALLEY SQUARE LOCAL
IMPROVEMENT PROJECT

MOVED by Ald. Brown,
SECONDED by Ald. Puil,
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

cont'd....

Regular Council, May 10, 1977 16

BY-LAWS (cont'd)

BY-LAW TO ASSESS CERTAIN REAL PROPERTY IN THE
YEAR 1977 FOR THE PURPOSE OF DEFRAYING THE
COSTS AND CHARGES WITH RESPECT TO THE MAINTENANCE
OF THE TROUNCE ALLEY AND BLOOD ALLEY SQUARE LOCAL
IMPROVEMENT PROJECT (cont'd)

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Brown,
SECONDED by Ald. Puil,

THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

3. BY-LAW TO AMEND BY-LAW NO. 4387,
BEING THE HEALTH BY-LAW (Sale of
Meat or Fish from Vehicle)

MOVED by Ald. Marzari,
SECONDED by Ald. Brown,

THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Marzari,
SECONDED by Ald. Brown,

THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

4. BY-LAW TO PROVIDE FOR THE DISPOSAL
OF UNCLAIMED PROPERTY IN THE POSS-
SESSION OF THE POLICE FORCE

MOVED by Ald. Bellamy,
SECONDED by Ald. Ford,

THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Bellamy,
SECONDED by Ald. Ford,

THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

Regular Council, May 10, 1977 17

BY-LAWS (cont'd)

5. BY-LAW TO AMEND BY-LAW NO. 3575,
BEING THE ZONING AND DEVELOPMENT
BY-LAW (S/W, N/W and N/E Corners
of Earles and Vanness)

MOVED by Ald. Harcourt,
SECONDED by Ald. Gerard,

THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Harcourt,
SECONDED by Ald. Gerard,

THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

6. BY-LAW TO AMEND BY-LAW NO. 3575,
BEING THE ZONING AND DEVELOPMENT
BY-LAW (N/S Charles between Kootenay
and Boundary and W/S Boundary between
William and Charles Streets)

MOVED by Ald. Harcourt,
SECONDED by Ald. Bellamy,

THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Harcourt,
SECONDED by Ald. Bellamy,

THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

7. BY-LAW TO AMEND BY-LAW NO. 3417,
BEING THE ELECTRICAL BY-LAW
(Increase Certain Permit Fees)

MOVED by Ald. Rankin,
SECONDED by Ald. Kennedy,

THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Rankin,
SECONDED by Ald. Kennedy,

THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

Regular Council, May 10, 1977 18

BY-LAWS (cont'd)

- 8. BY-LAW TO AMEND BY-LAW NO. 4450,
BEING THE LICENSE BY-LAW (Attend-
ance of Underage Persons in Dance
Halls)

MOVED by Ald. Puil,
SECONDED by Ald. Marzari,
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Puil,
SECONDED by Ald. Marzari,
THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

- 9. BY-LAW TO AMEND BY-LAW NO. 4068,
BEING THE PLUMBING BY-LAW
(Increase Certain Permit Fees)

MOVED by Ald. Rankin,
SECONDED by Ald. Harcourt,
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Rankin,
SECONDED by Ald. Harcourt,
THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

- 10. BY-LAW TO AMEND BY-LAW NO. 2193,
BEING THE FIRE BY-LAW (Increase
Certain Permit Fees)

MOVED by Ald. Gerard,
SECONDED by Ald. Bellamy,
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Gerard
SECONDED by Ald. Bellamy,
THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

Regular Council, May 10, 1977 19

BY-LAWS (cont'd)

11. BY-LAW TO AMEND BY-LAW NO. 4810,
BEING THE SIGN BY-LAW (Increase
Certain Permit Fees)

MOVED by Ald. Kennedy,
SECONDED by Ald. Ford,
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Kennedy,
SECONDED by Ald. Ford,
THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

12. BY-LAW TO AMEND BY-LAW NO. 3507,
BEING THE GAS FITTING BY-LAW

MOVED by Ald. Ford,
SECONDED by Ald. Puil,
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Ford,
SECONDED by Ald. Puil,
THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

MOTIONS

1. Park Board -
To Fix a Mill Rate

MOVED by Ald. Rankin,
SECONDED by Ald. Puil,
THAT WHEREAS Vancouver has an elected Parks Board;

AND WHEREAS the Parks Board must look to the City for its finances;

AND WHEREAS this is a contradiction in terms of an elected Government;

THEREFORE BE IT RESOLVED THAT the City of Vancouver make the necessary changes in the City Charter to allow the Parks Board a fixed mill rate to cover its operating costs and the opportunity to prepare necessary referendums to raise finances for capital acquisitions of land and buildings.

- LOST

(Aldermen Bellamy, Brown, Ford, Gerard, Harcourt, Kennedy, Marzari and the Mayor opposed)

Regular Council, May 10, 1977 20

MOTIONS (cont'd)

2. Lions Gate Bridge Causeway

MOVED by Ald. Kennedy,
SECONDED by Ald. Harcourt,

THAT WHEREAS the Council has not determined to date its own general thinking on the proposed widening of the Lions Gate Bridge causeway to provide a fourth lane for transit operation;

AND WHEREAS before a meeting of the City Council and the Park Board is held to obtain public reaction, the respective views of these two bodies should be made known to the public in advance to ensure full explanation and responsible discussion at such joint meeting;

AND WHEREAS therefore it is necessary for the Council to study further the proposal, including design options, in an endeavour to give more direct leadership to the public at the meeting;

AND WHEREAS it appears that the different views between the two bodies is becoming less rigid;

THEREFORE BE IT RESOLVED THAT the proposed general public information meeting be postponed until the Park Board and the City Council arrive at their own general views on the matter and have thoroughly considered the technical reports thereon.

- CARRIED

(Aldermen Marzari, Puil and Rankin opposed)

3. West End Parking Facilities

MOVED by Ald. Kennedy,
SECONDED by Ald. Puil,

THAT WHEREAS there is a very real short-term parking problem in the general area of the Downtown classified as the 'West End';

AND WHEREAS the merchants in the area particularly on Robson Street, are adversely affected thereby;

AND WHEREAS with proper parking facilities provided for the area there would be considerable encouragement for Vancouver citizens to park and shop in one of the most interesting areas of our City;

AND WHEREAS it is recognized that the value of the resumption of traffic flow as far as shopping is concerned would be diminished through lack of easily recognizable short-term parking;

THEREFORE BE IT RESOLVED THAT the City Manager be requested to enter into discussions with the Downtown Parking Corporation with a view to considering the advisability and practicability of development of Downtown parking facilities to serve the 'West End' area, particularly the Robson Street commercial area which, at the present time, is so highly congested.

(Notice)

(Notice was called and recognized by the Chair)

4. Alderman Gerard -
Leave of Absence

MOVED by Ald. Kennedy,
SECONDED by Ald. Bellamy,

THAT leave of absence be granted to Alderman Gerard for the period May 12th to June 2nd, 1977.

- CARRIED UNANIMOUSLY

Regular Council, May 10, 1977 21

NOTICE OF MOTION

The following Notice of Motion submitted by Alderman Harcourt and seconded by Alderman Kennedy, was recognized by the Chair:

Expansion of Naval Base at
Bangor, Washington, U.S.A.

MOVED by Ald. Harcourt,
SECONDED by Ald. Kennedy,

THAT WHEREAS the United States Government has decided to enlarge the present naval base at Bangor, Washington to eventually accommodate twenty Trident submarines;

AND WHEREAS the Lower Mainland and City of Vancouver are in close proximity to the Bangor Naval Base;

AND WHEREAS the Lower Mainland and Vancouver would be a prime target area because of such proximity;

THEREFORE BE IT RESOLVED THAT the Vancouver City Council urge the Premier and the Provincial Government to inform the appropriate United States authorities of our deep concern that the Trident nuclear base not proceed.

(Notice)

The following Notice of Motion submitted by Alderman Puil and seconded by Alderman Harcourt, was recognized by the Chair:

Development Permit Applications
for the North Side of Point Grey
Road

MOVED by Ald. Puil,
SECONDED by Ald. Harcourt,

THAT WHEREAS the granting of development permits for the north side of Point Grey Road has been of major concern to the people of Vancouver;

AND WHEREAS Council does have a policy for the ultimate development of the north side of Point Grey Road;

THEREFORE BE IT RESOLVED THAT all development permit applications in the designated priority areas of the north side of Point Grey Road be brought to the attention of Council.

(Notice)

ENQUIRIES AND OTHER MATTERS

Kitsilano Tidal Pool
Replacement

The Mayor advised that the Federal Government has approved a grant of \$750,000 towards construction of a replacement pool for the Kitsilano Tidal Pool.

MOVED by Ald. Puil,
SECONDED by Ald. Brown,

THAT Council file an application with the Provincial Government for a grant of one-third of a million dollars from the Community Facilities Assistance Program, towards the cost of construction of the Kitsilano Tidal Pool replacement;

FURTHER THAT the balance of the \$1.5 million required to construct this pool be provided from unallocated funds in the Supplementary Capital Budget.

(Notice)

(Notice was called and recognized by the Chair)

Regular Council, May 10, 1977 22

ENQUIRIES AND OTHER MATTERS (cont'd)

Fishermen's Retail Market

The Mayor advised that the Federal Government approved a grant of \$450,000 towards a fishermen's retail market in Gastown.

MOVED by Ald. Harcourt,
SECONDL by Ald. Rankin,

THAT Council proceed with the establishment of a fishermen's retail market in Gastown, and the City Manager be authorized to award a contract in this regard for a sum not to exceed \$450,000, being the amount granted by the Federal Government.

- CARRIED UNANIMOUSLY

High School Graduation Dances

MOVED by Ald. Bellamy,

THAT the Director of Legal Services be instructed to bring in an amendment to the License By-law to authorize the City License Inspector to permit high school graduation dances beyond 1:00 a.m. subject to the following conditions:

- (1) Such extension of hours only to be during the months of May and June.
- (2) The applicant to submit evidence satisfactory to the Inspector that the dance is being held in conjunction with a high school graduation.
- (3) The organizer of the dance to be a member of the school staff or a parent of the students involved who will make the necessary arrangements and be responsible for the student group.
- (4) A closing hour not later than 6:00 a.m. to be designated by the Inspector.

(Notice)

(Notice was called and recognized by the Chair)

Handicapped Access to
The Orpheum

Alderman Marzari referred to a request she had made some weeks ago for a report back on handicapped access to The Orpheum.

The Assistant Director, Construction and Maintenance advised that a report will be before Council on May 24, 1977.

Dum-Dum Bullets

The Mayor advised that in response to Council's request that the Chief Constable appear to discuss the proposed change in ammunition by the Police Force, the Chief Constable had advised him this matter will be discussed by the Police Board on May 26, 1977. As a further report is expected, the Police Board will not make a decision at its May 26th meeting.

The Chief Constable had suggested that any discussion with Council on this matter be following an indepth discussion of the topic with the Police Board.

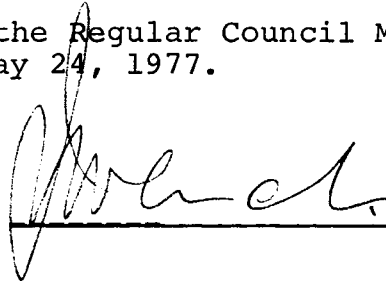
The Mayor undertook to advise the Police Board that Council would request they not make a decision on this matter until Council has had an opportunity to discuss it with the Chief Constable.

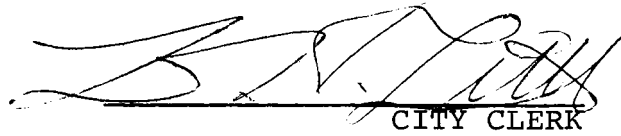
- - - - -

The Council adjourned at approximately 10:00 p.m.

- - - - -

The foregoing are Minutes of the Regular Council Meeting
of May 10, 1977, adopted on May 24, 1977.


MAYOR


CITY CLERK

May 5, 1977

TO: Vancouver City Council

SUBJECT: Proposed Downtown Federal Government
Office Building - Block 56

CLASSIFICATION: RECOMMENDATION

The Director of Planning reports as follows:

"City Council on April 19, 1977, resolved that a motion before Council on a proposed Downtown Federal Government office building

'...be deferred until May 10, 1977 pending a report from the Director of Planning, the City Engineer, and the G.V.R.D. planners, on the result of an informal meeting held earlier this day with Ministry of Works officials on the proposed Downtown Federal building.'

The meeting on April 19 was to inform members of both City Council and the G.V.R.D. and their senior staff, of a detailed study recently completed by the Department of Public Works on Federal Government office requirements in the Greater Vancouver Region; of recommendations of the regional officials of the Department of Public Works that the Federal Government proceed with the proposed building on Block 56; and of the planning rationale for their recommendations.

The Department of Works officials emphasized that the Minister would be making the actual decision and would meet with members of Council and the G.V.R.D. within the next weeks before finalizing his decision.

Both at the meeting of April 19, and at a subsequent staff level meeting between City and G.V.R.D. planners and the regional D.P.W. staff, the need for an early response was emphasized. The Regional officials of the D.P.W. seek a response from the city and G.V.R.D. by early June.

G.V.R.D. RESPONSE

The G.V.R.D.'s prime concern with the Federal Government proposal to build 850,000 sq. ft. downtown is the significant impact this decision will have on the downtown's employment targets, transportation problems and the whole strategy of office decentralization. In order to properly assess the federal proposal, the G.V.R.D. Planning Department recently prepared a set of options for federal office accommodation to be discussed further with the Department of Public Works' staff. The G.V.R.D. Planning Department has suggested that the viability of these options and a rating of them in respect to the Livable Region objectives, the Downtown Vancouver Plan objectives and the objectives of the Federal Public Works Department be carried out before representatives of the Board and City Council meet with the Minister of Public Works.

The following motions were approved at the May 4, 1977 meeting of the G.V.R.D. Planning Committee:

- 1) That the Minister of Public Works be asked to defer consideration of the present proposals for sixty days until the review of these options has been undertaken by staffs of the G.V.R.D. and the City in consultation with the Federal Public Works' officials.
- 2) That the Planning Committee concur with the report of the GVRD Planning Director in regard to the approach to be taken in assessing Federal office accommodation requirements. (Report attached)
- 3) That the attached list of options* in regard to Federal office accommodation requirements in Greater Vancouver be confirmed by the Committee for staff review.
- 4) That the list of Livable Region Objectives* attached be used as a basis for rating these options.
- 5) That the City Council and the Department of Public Works be asked to provide their list of objectives for purposes of rating the options.

* included in G.V.R.D. report which is attached.

- 2 -

CITY ENGINEER'S COMMENTS

The City Engineer has attempted to assess the implications of the proposed Federal Government office complex based on the limited information provided in meetings held with Federal Government officials. The two principal considerations are related to the impact on the transportation system and the requirements for services for the complex.

The proposed office complex will generate significant vehicular and transit trips throughout the day but in particular, during the peak periods. At this time, however, we have only just received projections on the number of employees and therefore, we have not had time to make any estimates of anticipated trips. In any case specific improvements to the adjacent street system to accommodate loading, access to the site (ingress and egress), and circulation would be required.

In 1974, during negotiations for the purchase of City property in Block 56 by the Federal Government, utilities were removed from the lane west of Hamilton Street between Georgia and Robson Streets in order to proceed with consolidation of the site. These utilities were either abandoned or re-routed to adjacent City streets. The existing utilities may or may not be able to provide the level of service likely to be required by an office complex of this magnitude. However, any improvements to upgrade utilities to adequately serve the development would be undertaken at the sole expense of the Federal Government. Reconstruction of utilities would cause some temporary disruption on adjacent streets. If a decision is made to proceed with development of the Block 56 site, the transportation and servicing aspects of the proposal will have to be reviewed in detail by the Engineering Department.

DIRECTOR OF PLANNING'S COMMENTS

The study material was received on Friday, April 29, 1977 and is useful to assist in analysis of the Department of Public Works proposals and recommendations to the Minister.

The Federal Government presence in both Downtown Vancouver and the Greater Vancouver Region has significant implications both in terms of the Livable Region Program and in relation to the Downtown Plan, whatever conclusions and decisions are reached on a new building. These implications have not yet been fully analyzed.

Sufficient time should now be allowed for the City and the G.V.R.D. - both at the member level and the staff level - to be able to consider the Department of Public Works proposals in sufficient detail so as to resolve both individual and collective issues.

However, it should be recognized that Block 56 is zoned "Downtown District" and that an applicant and/or owner can seek to develop this property in accordance with the policies, guidelines, and regulations of the Downtown District Official Development Plan.

The maximum building size allowed by the density regulation is 5.00, providing for a building floor area of 650,000 sq. ft. Department of Public Works officials have verbally indicated that a building of this size could form an acceptable negotiating basis, though they would have preferred a greater floor area.

IT IS RECOMMENDED THAT:

The need be recognized for both the City and the G.V.R.D. Council members and staff to be able to consider the Department of Public Works' study and recommendations; therefore the Minister of Works be requested to defer further action on a new Government building for Block 56 for 60 days, following which a meeting be arranged with the Minister.

Further, that the Planning Department report back after review of the options listed by the G.V.R.D. relative to the present proposal of the Department of Public Works, such review being undertaken by the staff of both the City Planning and Engineering Departments and the G.V.R.D. in consultation with officials of the Federal Department of Public Works."

The City Manager RECOMMENDS that the recommendations of the Director of Planning be approved.

ATTACHMENT

Letter dated May 6, 1977 from G.F. Farry - G.V.R.D. Director of Planning and attachments.

FOR COUNCIL ACTION SEE PAGE(S) 3

Manager's Report, May 6, 1977 (WORKS A1 - 1)

WORKS & UTILITY MATTERS
CITY ENGINEER'S REPORT

RECOMMENDATION:

1. Closure of Portion of the North Side of 17th Avenue East of Slocan Street Abutting Lots 17 to 19, Block D, Section 44, T.H.S.L., Plan 11660

The City Engineer reports as follows:

"An application has been received from the owners of Lots 17 to 19, Block D, Section 44, T.H.S.L., to purchase portion of 17th Avenue abutting these lots. The applicant proposes to subdivide this strip of road with his abutting lands and create new lots facing Slocan Street. This portion of 17th Avenue is actually developed as a lane and the extra width is not required.

A local improvement project 'by Petition' for pavement and curbs on this section of 17th Avenue came before a Court of Revision on February 24, 1977, and was undertaken by Council. No work has been done on this project. If the street is narrowed, this pavement cannot proceed and the motion undertaking the local improvement should be rescinded.

I RECOMMEND:

- A. That all that portion of road shown hatched on plan marginally numbered LF 8180 be closed, stopped up and conveyed to the abutting owners subject to the following conditions:
 - (1) the value of the portion of road to be closed to be \$2,600 in accordance with recommendation of the Supervisor of Properties.
 - (2) The applicant to pay for the relocation of a catch basin at an estimated cost of \$500.
 - (3) The closed road to be subdivided with the abutting lands in a manner satisfactory to the Approving Officer.
 - (4) A public utility right-of-way to be reserved over the southerly 4 feet of the lands so subdivided.
 - (5) Any agreements to be to the satisfaction of the Director of Legal Services and the City Engineer.
- B. That the motion of February 24, 1977, which undertook a local improvement on this section of 17th Avenue be rescinded as it applies to that project (Item 35 of Schedule 441)."

The City Manager RECOMMENDS that the foregoing recommendation of the City Engineer be approved.

NOTE: (2/3 AFFIRMATIVE VOTE OF THE COUNCIL PRESENT IS REQUIRED TO RESCIND A MOTION.)

2. Street Improvement at S.E. Marine & Kerr

The City Engineer reports as follows:

"City Council has approved the installation of a traffic signal at the intersection of S.E. Marine Drive and Kerr Street. This signal will be beneficial to employees who work south of S.E. Marine Drive near the Fraser River. In travelling to and from work, many motorists must make a left turn each day at this intersection. Because of the heavy traffic volumes on S.E. Marine, this turn is particularly difficult for motorists in the afternoon peak travel period turning left from Kerr Street (northbound) onto S.E. Marine Drive (westbound).

Two approach lanes are required on Kerr Street to permit the simultaneous movement of turning and through traffic once the signal is operating. The existing pavement approach widths on Kerr Street are not adequate for this purpose. Accordingly, it is necessary to widen the two Kerr Street approaches and to repave the roadway surface.

Manager's Report, May 6, 1977 (WORKS A1 - 2)

Clause 2 Cont'd

It is necessary, while upgrading the roadway surfaces, to eliminate the ditches presently conveying the heavy storm run-off from the steep slopes in this area. The cost of installing curb and gutter, replacing temporary catch basins with permanent basins, and paving, is estimated to be \$60,000.

City-owned land abuts the proposed curb and gutter so no participation of private property owners in a local improvement project would be involved.

Funds are available in Streets Capital Account 148/7929, 'Provision, October '74 Court of Revision - Unappropriated'.

The City Engineer RECOMMENDS that \$60,000 be appropriated from the above account and the work be proceeded with."

The City Manager RECOMMENDS that the above recommendation of the City Engineer be approved.

3. Tender No. 57-76-5 - Reinforced Concrete Pipe,
Manhole Sections and Tops

The City Manager submits the following report of the Purchasing Agent and City Engineer.

"Tenders for the above were opened on April 26, 1976, and referred to the Purchasing Agent and City Engineer for report.

On June 22, 1976, Council awarded a 12 month contract to Ocean Construction Supplies Ltd., the low bidder meeting specifications.

The tender document provides for extension of the contract by mutual agreement, for one or two additional 12 month periods. Ocean Construction Supplies Ltd. have agreed to extend the contract for an additional 12 months under the existing terms and conditions; and, because they are prepared to maintain their prices in a rising market, we believe an extension would be to the City's advantage.

Considering that Ocean Construction Supplies Ltd. has been a satisfactory supplier, and all terms and conditions remain unchanged, we RECOMMEND that the contract be extended for an additional 12 month period, at an estimated cost of \$300,000."

The City Manager RECOMMENDS that the foregoing recommendation of the Purchasing Agent and City Engineer be approved.

CONSIDERATION:

4. Proposed Paving of Park Drive, Granville to Oak
(Brief of Portugal, Rousseau et al)

The City Engineer reports as follows:

"Council will have for its consideration a brief from certain of the Property Owners on Park Drive, objecting to the proposed pavement widening and curbing. This report gives the background of the matter and a count of the signatures on the brief.

Background

On 27 January, 1977, the Standing Committee on Transportation considered:

- an oral presentation by Mr. K. W. Ridley, supported by a brief dated 2 November, 1976.
- a Manager's report dated 19 January, 1977

As recorded in the Committee minutes:-

Cont'd . . .

Manager's Report, May 6, 1977 (WORKS A1 - 3)

Clause 4 Cont'd

'The City Engineer reported Park Drive had been designated and operated as an arterial street for many years and was currently carrying daily traffic volumes of 8,900 vehicles. Improvements had been included in previous Five-Year Plans but Park Drive's priority had continually fallen below available funding. The road improvements had been again included in the recently approved Five-Year Plan but tentative scheduling suggested the project would not be put forward until 1981. The City Engineer therefore recommended the best option for early implementation of the paving and curbing of Park Drive would be by local improvement petition procedure initiated by the residents.

The City Engineer's recommendation was refuted by Mr. Ridley who addressed the Committee and contended improvements to arterial streets were the responsibility of the City, not the local residents. To require local improvement petition procedure was an injustice to residents who already had to cope with the high level of noise and pollution from an arterial street in a residential neighbourhood.'

The Committee recommended 'That the City initiate the paving and curbing of Park Drive as a priority project,' and Council on February 8, 1977, approved that recommendation.

The Present Brief

Hearing of this through the press, others of the Property Owners have canvassed the street and presented a brief dated 15 March, 1977 objecting to the proposal and supported by a number of signatures.

Since the project has not yet been advanced in the formal Local Improvement procedure, this cannot be taken as a Notice of Objection under 506 (2) of the Charter. Nevertheless, the Collector of Taxes has checked the signatures with the following results:

	<u>Number of Owners</u>	<u>Assessed Value</u>
Total on project	68	\$1,683,593
Required to Defeat	35	841,797
Accepted Signatures	31	756,135
'Half Signatures' (note "a")	4	111,972
Other Signature (note "b")	1	30,571

"a" 'Half signatures' are where one of two joint owners signs. The experience of the Tax Office when petitions are rejected for half-signatures is that they can almost always be made good. They represent a faulty form of signature rather than a family divided.

"b" The 'other signature' has the same family name as the two owners but a different given name.

If the four 'half signatures' were made good (or three and the 'other signature'), the objections would be sufficient in both number and assessed value to defeat a project on the Initiative. Those who did not sign are well below what would be required for a sufficiently-signed Petition.

If the project is advanced formally in the Local improvement procedure, it might be assumed that the same owners will object (with the 'half signatures' in proper form), and the project will be defeated. All that will be accomplished will be that some owners will be put to the trouble of recanvassing to record the same objections."

The City Manager advances for the CONSIDERATION of Council whether, in view of the March 15 brief, Council now wishes the project to be deleted from the work program. This could be done by rescinding the motion of February 8, 1977.

NOTE: (2/3 AFFIRMATIVE VOTE OF THE COUNCIL PRESENT IS REQUIRED TO RESCIND A MOTION.)

Manager's Report, May 6, 1977 (WORKS A1 - 4)

RECOMMENDATION:

5. Pacific Centre Garage

The City Engineer reports as follows:

"The Block 52 portion of the Pacific Centre Garage, containing 840 parking spaces, was completed and put into operation on October 1, 1971. The Block 42 portion, containing 716 parking spaces, was completed and put into operation on August 25, 1975. The combined operation of Block 42 and 52, which provides parking for 1,556 cars, is the largest parking garage in the City. This garage has some unique operational and maintenance features, and as a result, improvements must be made from time to time to ensure that adequate service is provided to the general public. The purpose of this report is to request that funds be provided to improve the safety, operational efficiency and traffic control in this major parking facility. Please see separate financial status report before Council today.

A. Traffic Control

There are a number of items required to improve traffic control within the garage, but as yet, funds have not been allocated to do this work. These items include:

- (1) Illuminated P1 and P2 level full indicators;
- (2) Exit booth directional signs;
- (3) Clearance bar installation;
- (4) Increased lighting for TV surveillance cameras at entrance locations.

In Block 42, illuminated P1 and P2 level full signs are necessary to direct people to the next level when one level is full. Presently, people entering the garage circulate around P1 level first, and if they cannot find a space, go down to the P2 level. With the installation of these signs, people will be informed on entering the garage where space is available; this in turn will reduce the number of drivers circulating in the garage looking for a space and will improve the service to the public.

The exit booth directional signs are needed to more clearly direct people to exit booths. Presently, some drivers are confused and long queues develop at some booths while others remain empty. This, in turn, causes traffic congestion and delays for people wishing to leave the garage.

The clearance bar at the Howe Street entrance, south of Dunsmuir, must be replaced with a bar which will give the driver greater advance warning time that his vehicle is too high to pass through the garage.

The increased lighting is necessary at the entrances to improve the operation of surveillance cameras, since the present lighting levels have proven to be low for acceptable camera operation.

B. Safety

The bumper curbs in the parking stalls are not easily seen since they are of the same colour as the surrounding floor of the garage. This has resulted in complaints from people who trip over the curbs. The proposal is to paint the tops of the curbs a bright colour so they are more visible and thereby improve pedestrian safety in the garage.

C. Operation

The daily operation of the garage requires that records related to operation be maintained. For this purpose, the garage office requires a typewriter. Since the opening of the garage, a surplus typewriter from the City has been used, but it can no longer be maintained adequately. Therefore, a new typewriter must be purchased.

D. Maintenance

The maintenance of pedestrian stairwells, especially the ones from street level, is causing concern. Problems are being encountered with people urinating in the stairwells, and as a result, the maintenance staff are unable to keep them clean. The stairwells were originally intended as emergency exits which would be used infrequently, and so were constructed with normal concrete flooring.

Cont'd

Manager's Report, May 6, 1977 (WORKS A1 - 5)

Clause 5 Cont'd

We have tried painting the stairwell floor, but this has proven to be ineffective and the problem remains. The only solution is to install tile flooring over the concrete floor. This surface can be cleaned more easily and will solve the maintenance problem and reduce public complaints.

The installation of tile is not required in all stairwells since some are seldom used and, as a result, there is not a major maintenance problem. Presently, there are three stairwells which require tile flooring. They are:

1. Granville Street stairwell (at Robson Street)
2. Howe Street stairwell (at Robson Street)
3. Howe Street stairwell (at Georgia Street).

The following is a summary of the estimated cost for the works described above:

(a) Traffic control, signs, clearance bar and lighting	- \$ 9,800.00
(b) Safety - paint bumper curbs	- \$ 2,800.00
(c) Operation, typewriter	- \$ 600.00
(d) Maintenance, tile stairwells	- <u>\$ 8,000.00</u>
TOTAL	- \$21,200.00

E. Sign Program

On June 24, 1975, City Council approved the recommendation of the City Engineer that a major signage program proposed for the Block 42-52 Garage be implemented at an estimated cost of \$32,000, with funds allocated from the Parking Sites Reserve Fund. The signage program completed over the past year is proving to be very successful. This is reflected in favourable comments from patrons to the garage and by the reduction in the number of people unable to locate their cars.

An over-expenditure of \$8,240 was incurred in completing the program. This over-expenditure was due mainly to the need to add more pedestrian oriented signs and the purchase of equipment necessary to operate the garage, both of which were not foreseen. The need for additional signs arose after opening the garage to more clearly define parking lot sections, which gave the customers better orientation and readily assisted them in getting to their destination and back to their cars. In addition to the above, the final cost was affected by an increase in the cost of materials between estimating the program and final implementation.

The installation of additional items mentioned in this report is considered to be operating expenses and, as such, funding will come from the Parking Garage Revenues.

The Director of Finance has considered the funding for these items and concurs with the City Engineer's recommendations.

The City Engineer RECOMMENDS that:

- (a) The estimated cost of \$21,200 for the installation of additional items described in this report be charged against the 1977 Garage Operating Cost.
- (b) The over-expenditure of \$8,240 in the Signage Program be allocated from the Parking Sites Reserve Fund, which was the source of funding for the initial program."

The City Manager RECOMMENDS approval of the recommendations of the City Engineer.

Manager's Report, May 6, 1977 (WORKS A1 - 6)

INFORMATION:

6. Pacific Centre Garage - Financial Status

The City Engineer reports as follows:

"In the past, the City Engineer has submitted reports annually to Council outlining the financial status of the Pacific Centre parking garage. This report will inform Council of the 1976 financial performance and the outlook for 1977.

The Pacific Centre parking garage was completed in August, 1975 with the opening of the Block 42 portion. This increased the garage capacity from 840 spaces to 1556 spaces, making it the largest parking facility in Vancouver.

The 1976 cost revenue summary is as follows:

<u>Revenues</u>	\$1,466,826.80
<u>Expenditures</u>	
1. Rental (Paid to Pacific Centre by Agreement and based upon total spaces)	\$ 818,136.30 (Constant)
2. Proportion of taxes	\$ 293,921.90
3. Operating Expenses	\$ 527,467.20
4. Repairs and Maintenance	\$ 16,716.50
TOTAL	\$1,656,241.90
NET LOSS	\$ 189,415.10

The largest annual expenditure is the rental paid to Pacific Centre for construction of the garage. This will not change during the 25-year term of the agreement, therefore, expenditures should show only a small annual increase compared to revenues, which will continue to increase as usage improves.

The Pacific Centre garage was expected to show a deficit in the first few years of operation, until rates and usage increased to economic levels and offset the non-rising lease payments. The \$189,415.10 loss in 1976 was expected because the garage capacity doubled and all retail construction in the Pacific Centre and Vancouver Centre complexes was not complete. The garage usage is improving and, with the parking rate increase in October 1, 1976, the economic outlook for the future is good. In fact, if garage usage continues, it should show a modest profit in 1977."

The City Manager submits the City Engineer's report for INFORMATION.

RECOMMENDATION:

7. Pacific Centre Garage - Management Agreement

The City Engineer reports as follows:

"The Block 42/52 Parking facility, or the Pacific Centre Garage, is presently managed and operated by the Downtown Parking Corporation Limited under a management agreement with the City of Vancouver. The original agreement entered into October 1, 1971 expired on September 30, 1974 and since that time, the City and D.P.C. have been operating under the 1971 agreement which provided for a \$10,000 annual management fee. This agreement was for the operation of Block 52, with the option to include Block 42 when it was completed. Since Block 42 is now complete, it is necessary to revise the terms of the agreement, including the management fee and other appropriate details. The purpose of this report is to request Council's approval of a new management fee and agreement term.

Cont'd . . .

Manager's Report, May 6, 1977 (WORKS A1 - 7)

Clause 7 Cont'd

The Director of Finance and the City Engineer have discussed a management fee with the President of the Downtown Parking Corporation and have come to an agreement that \$30,000 per year is appropriate. This management fee covers only the costs of general supervision, head office expenses and accounting, with all other operating costs paid by the City. The management committee of the Downtown Parking Corporation have approved the management fee of \$30,000 per annum on the condition it be reviewed annually. This annual review would make it possible to have the fee reflect more closely the actual office expenses of the D.P.C.

The Director of Finance has reviewed this report and concurs with the recommendations.

The City Engineer RECOMMENDS that:

- A) The management fee paid to the Downtown Parking Corporation for management for the Block 42/52 Parking Garage be \$30,000 annually. This fee would be reviewed annually with any recommended increases reported to Council for approval.
- B) The term of the agreement be established at one (1) year.
- C) That the Director of Legal Services and the City Engineer be authorized to enter into an agreement with the D.P.C. for management of the Block 42/52 Parking Garage."

The City Manager RECOMMENDS approval of the recommendations of the City Engineer.

FOR COUNCIL ACTION SEE PAGE(S) 8, 9 & 10

A - 2

MANAGER'S REPORT, May 6, 1977 (SOCIAL: A-2 - 1)

SOCIAL SERVICE AND HEALTH MATTERSRECOMMENDATION1. Temporary Assistance for Stanley Park Zoo Superintendent

The Superintendent of Parks & Recreation reports as follows:

"Mr. LeSage, Superintendent of the Zoo in Stanley Park, handles many calls each day from citizens who have problems with wild animals on their property. He offers advice and occasional assistance, and usually can resolve the problem. Many animals find their way to the zoo or are transferred to other zoos. This is a seasonal activity, and in order to give better service to the public he requires some temporary assistance.

The Board of Parks & Recreation are agreeable to Mr. LeSage continuing this service to the public and request City Council to add \$5,000 to their budget to cover temporary assistants and incidental expenditures."

The City Manager RECOMMENDS approval of this request.

FOR COUNCIL ACTION SEE PAGE(S) 10

Manager's Report, May 6, 1977 (BUILDING: A-4 - 1)

BUILDING & PLANNING MATTERS

RECOMMENDATION

1. Strata Title Application - Conversion
1214-1218 West 15th Avenue - Lot 3, Block 474,
D.L. 526, Plan 3015 - Lot Size: 66' x 101.60'
Zoning: (RT-2) Two-Family Dwelling District

The Director of Planning reports as follows:

An application has been received from Lloyd D. MacKenzie and Donald B. MacKenzie, joint owners of a semi-detached two-family dwelling, to convert the building from joint tenancy to Strata Title Ownership.

See Appendix "A" for site plan.

The applicants submitted the following information:

1. Strata Plans
2. Statement of Ownership
3. Building inspection report from Peter C. O'Callaghan,
P. Eng. #3930. (See Appendix "B").

Further to the condition of this two-family dwelling, the Director of Permits and Licences reports as follows:

"The following required to make this building substantially comply with Building By-Law #4702:

1. All voids and openings in the furnace room enclosure to be filled to provide a one hour fire separation.
2. The two (2) doors to the furnace room to be replaced with three-quarter hour closures."

Further to the occupancy of the building, the Director of Social Planning reports as follows:

"Mr. and Mrs. Lloyd D. MacKenzie occupy 1214 West 15th Avenue and Mr. and Mrs. Donald MacKenzie occupy 1218 West 15th Avenue, which is consistent with the title registrations."

Since this semi-detached two-family is occupied by the registered owners and there are no renters involved, the Director of Planning with the concurrence of the Director of Permits and Licences and the Director of Social Planning recommends that:

This application be approved, thereby permitting the conversion of the premises at 1214 and 1218 West 15th Avenue to Strata Title Ownership subject to the following condition:

That a Certificate of Approval (Form #10) shall not be issued by the Approving Officer until these buildings substantially comply with the applicable City By-Laws to the satisfaction of the City Building Inspector and at no cost to the City.

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.

Cont'd . . .

2. Champlain Heights - Enclave One

The Director of Planning reports as follows:

"The purpose of this report is to propose amendments to Council's Resolutions of July 8, 1975 concerning the Conditions and Standards of Development for Enclave One, Champlain Heights.

BACKGROUND

Development Permit Application #76629 has been filed by Atelier 2000, for Daon Development Corporation Limited, to construct 70 one-family dwellings on Champlain Heights, Enclave One. (Lot 6, D.L. 339, Plan 16028)

Enclave One is an irregular shaped parcel totalling 8.78 acres located on the south side of 49th Avenue, west of Boundary Road bounded by Frontenac Street to the west and 54th Avenue to the south. (See Appendix I)

The proposed development is for a 'fee-simple' subdivision, consisting of 70 one-family lots, related streets, interior walkways and open space playground areas. Five typical two/one storey plus basement one family detached dwellings are indicated, consisting of two or three bedrooms, with or without a carport. The dwelling units are located on the sites so as to utilize the zero side yard concept, providing rear yard areas which face onto either common playground areas or buffer setback areas.

At a Public Hearing held on November 20, 1975, City Council approved the application by the Director of Planning to rezone this site from an RS-1 One Family Dwelling District to a CD-1 Comprehensive Development District.

The CD-1 By-law No. 4918 enacted by Council in an open meeting on November 25, 1975 restricted the form of development as follows:

Permitted Uses: One family detached dwellings and customarily ancillary uses, including off-street parking.

Floor Space Ratio: Shall not exceed 0.60.

Density: Shall not exceed 8 units per acre.

Height: Shall not exceed two storeys plus cellar or one storey plus a basement.

Off-street Parking: Two off-street parking spaces shall be provided for each dwelling unit.

By-law No. 5049 enacted by Council on December 14, 1976, amended the above restriction regarding off-street parking to read:

'1.5 off-street parking spaces shall be provided for each dwelling.'

DEVELOPMENT PERMIT APPLICATION

The Director of Planning, after receiving advice from the Project Manager, the Development Permit Staff Committee and the Urban Design Panel, has approved this development permit application for the construction of seventy (70) zero lot line single family dwellings, subject to a number of conditions, including that prior to issuance of the development permit, a report be submitted to Council to amend:

- (a) the maximum site coverage to permit 45% in lieu of the previously approved 35%.
- (b) that two or three bedroom dwelling unit types be permitted in lieu of only dwelling unit types with three or more bedrooms.
- (c) the Boundary Road setback be not less than 49'0" in lieu of the previously required 69'0".

Clause #2 continued:

The proposed development can meet all the conditions of development, as resolved by City Council, with the exception of:

	Permitted or Required (Per resolution of Council dated <u>July 8, 1975)</u>	<u>Proposed</u>
(a) <u>Site Coverage</u>		
- Buildings	22% (maximum)	16%
- Surface Parking, Roadway	<u>13% (maximum)</u>	<u>26%</u>
TOTAL	35% (maximum)	42%
(b) <u>Dwelling Units Type</u>	3 bedrooms (minimum)	2 and 3 bedrooms
(c) <u>Boundary Road Setback</u>	80 ft.* (minimum)	60 - 80 feet

With respect to the above conditions of development it is noted that:

- (a) Additional site coverage is required for Engineering street allowance standards over and above what was appropriated for roadway and surface parking. Given the street allowance requirements, the form of development and the special treatment of the open space areas, a site coverage of 42% is considered acceptable.
- (b) Provision of adequate noise abatement treatment can compensate for the proposed reduction in setback (varying from 49 - 69 feet) from the easterly property boundary and thereby conform to the intent of the original 69 foot setback requirement.
- (c) The intent of the condition that 'all dwelling units shall be at least three bedrooms' was to ensure a bias for family-oriented units. However, it is considered that this objective can also be met with a mix of two and three bedroom units. This development proposal allows for a choice of two or three bedroom units according to market demand and could conceivably result in a development with 70 three bedroom units or in a mix with a minimum bedroom count of 21 three bedroom and 49 two bedroom units.

The Champlain Heights Project Manager concurs with the recommendations contained in this report.

RECOMMENDATIONS

It is therefore recommended:

- A. THAT the maximum site coverage figure for Enclave One be increased from 35% to 45% in lieu thereof;
- B. THAT the minimum buffer setback area from the easterly property boundary of Enclave One be reduced from 69 feet to 49 feet with provision of adequate noise abatement treatment to compensate for the proposed reduction in the buffer strip.

*Consists of 69 ft. to easterly property boundary plus 11 ft. to ultimate curb.

- C. THAT the dwelling unit type for Enclave One be family oriented, with a minimum requirement of:
 - (i) not less than two bedrooms per dwelling unit; and
 - (ii) 30% of the dwelling units to have three or more bedrooms."

The City Manager RECOMMENDS that the recommendations of the Director of Planning be approved.

Manager's Report, May 6, 1977 (BUILDING: A-4 - 4)

3. Shaughnessy, Gladstone and Elliott
Street End Mini-Parks Project

The City Engineer and Director of Planning report as follows:

1. PURPOSE OF THE REPORT

The purpose of this report is to inform Council of the current status of the above noted Street Ends project and to request additional funding in order to construct the proposed pier structure at Gladstone Street-End.

2. BACKGROUND - PROJECT STATUS

On December 7, 1976 City Council approved the design and funding for the Street-Ends project on the basis of a L.I.P. Grant and equal cost sharing between the City and the North Fraser Harbour Commission (N.F.H.C.).

The N.F.H.C. advised the City in December 1976 that the proposed design and cost of the Street Ends project had been favourably received. On March 14, 1977 the N.F.H.C. further advised that they are prepared to grant final approval subject to City agreement with and/or fulfillment of several of their usual requirements in such matters. (See Appendix I).

Following efforts by the City to secure additional funding from the Provincial Government, Mr. R.H. Ahrens, Associate Deputy Minister, Ministry of Recreation and Conservation has advised that no Provincial Funding is available for the Street Ends Project. (See Appendix II). It was noted that there is a back-log of already approved projects to be funded from the Community Recreation Facilities Fund, and that further attempts to secure 1/3 cost sharing through proposed designation of a Regional Parks Plan By-Law was not favourably received by the other Municipalities involved in the North-Arm Fraser River Study. (The latter was the subject of a City Manager's Report dated September 16, 1976).

In the period since Council approved this Project, Civic Staff have had to work very quickly to complete the required surveying work and detailed working drawings necessary to make formal application to Transport Canada under the provisions for the Navigable Waters Protection Act (N.W.P.A.). It is noted that the City has received excellent cooperation from the N.F.H.C. and the various Federal Government Agencies involved under N.W.P.A. To date, interim approvals have been obtained for the Street Ends project except for the proposed Elliott Street. Limitations imposed by the Fisheries and Marine Service and the N.F.H.C. which restrict the amount of filling beyond the existing high water mark will not make the development of Elliott Street End feasible. This will also mean that the portion of the walkway between Nanaimo and Elliott Streets will be subject to flooding during high tide.

L.I.P. workers, under Parks Board Supervision, commenced construction work on the Street Ends Project in late January, 1977. Work is progressing well on Shaughnessy and Gladstone Street-Ends and the pathway connecting Elliott and Gladstone Streets along the river foreshore.

Estimates reported to Council were prepared by the Park Board based on preliminary schematic designs prepared by Planning Department staff. Because of the rush to obtain Council's approval for the project in order to qualify for L.I.P. funding, there was not sufficient time for the Engineering Department to examine details of the proposed parks and viewing platform and to prepare working drawings and detailed estimates for report to Council. In addition, the requirements of the N.F.H.C. and the Ministry of Transport had not been investigated.

Now that detailed submission to the N.F.H.C. and Transport Canada and details of the viewing platform have been finalized, the Engineering Department has been able to prepare final estimates. Some major revisions have been required to meet recognized navigable waters standards including construction of three, 3-pile dolphins around the platform to protect the structure and the public from

Cont'd . . .

Manager's Report, May 6, 1977 (BUILDING: A-4 - 5)

Clause #3 continued:

potential damage by "runaway" barges, log-booms, and other river traffic (See Appendix III). In order to complete the Gladstone Street End project according to the original concept reported to Council but with some reduction in scope, an additional \$10,000 is required.

In summary, the status of the Street Ends Project is as follows:

- (a) Shaughnessy Street End - in the process of completion subject to the Navigable Waters Protection Act requirements of Transport Canada and Environment Canada.
- (b) Gladstone Street End - prepared to construct the pier structure subject to Council approval of additional funding (\$10,000) to comply with structural requirements.
- (c) Elliott Street End - no longer considered feasible in view of constraints imposed by Fisheries and Marine Service and North Fraser Harbour Commission.
- (d) Foreshore Pathway - work is virtually completed, noting that requirements on land filling has limited the development of the foreshore pathway between Nanaimo and Elliott Streets.

3. MAINTENANCE COSTS

The City Manager's report of December 1, 1977, approved by City Council on December 7, 1977, instructs the City Engineer to report on estimated maintenance costs to be included in the 1977 Streets Maintenance Budget.

Based on a construction completion date of July/August 1977, and since we have no experience at this time with respect to amount of maintenance, the City Engineer estimates a 1977 maintenance cost of \$2,000.

4. SOURCE OF FUNDING

It is proposed that the City make application to the North Fraser Harbour Commission for equal cost sharing for the additional \$10,000 project cost required to complete the Street Ends Project as described above.

If Council approves this expenditure, the Director of Finance advises that the source of funds should be firstly \$2500 from the North Arm - Public Access Funds (Account Code 550-7901) and with the balance from the Capital Reserve - unallocated which was created by Council from the 1977 Supplementary Capital Budget.

It is proposed that an additional \$2000 maintenance costs be added to the 1977 Streets Maintenance Budget for the maintenance of the Elliott, Gladstone and Shaughnessy Street-End parks and structures.

RECOMMENDATIONS

The Director of Planning RECOMMENDS that City Council:

- (a) Approve the extra expenditure of \$10,000.00 (Ten thousand dollars) for the completion of the Gladstone Street End pier structure; source of funds to be firstly \$2500.00 (Two thousand five hundred dollars) from the North Arm - Public Access Funds (Account Code 550-7901) with the balance from the Capital Reserve - unallocated.
- (b) Make formal application to the North Fraser Harbour Commission for equal cost sharing in the amount of \$5,000 for the increased costs required to complete the Gladstone Street End pier structure.

The City Engineer RECOMMENDS that City Council:

- (c) Approve the addition of \$2000.00 (Two thousand dollars) to the 1977 Streets Maintenance Budget (Account Code 8021-1830) for the maintenance of the Shaughnessy, Elliott and Gladstone Street-End parks and Structures with the source of funds being the 1977 Contingency Reserve.

The City Manager RECOMMENDS that the recommendations of the Director of Planning and the City Engineer be approved.

Cont'd . . .

Manager's Report, May 6, 1977 (BUILDING: A-4 - 6)

4. Rezoning Application - West 33rd Avenue
and MacKenzie Street

The Director of Planning reports as follows:

'On September 26, 1976 the Director of Planning reported to Council regarding the application that had been received from Mr. Doug Derish of the Canada Permanent Trust Company requesting an amendment to the Zoning and Development By-Law No. 3575 whereby the easterly 48 feet of Lot 1, Block 48, D.L. 2027 be rezoned from (RS-1) One-Family Dwelling District to (C-1) Commercial District.

In analyzing this application, the report stated:

'The Director of Planning supports the application to rezone the easterly 48 feet from (RS-1) One-Family Dwelling District to (C-1) Commercial District as it eliminates the non-conforming aspects of commercial development on residentially zoned land and encourages upgrading or redevelopment of the property in a viable local commercial area.'

The Director of Planning also indicated support for a rezoning of the lots on the other three corners which were zoned (RS-1) One-Family Dwelling District but developed with commercial uses.

The Director of Planning recommended the following:

'That the application to rezone the easterly 48 feet of Lot 1, Block 48, D.L. 2027 to (C-1) Commercial District be approved, and;

Further, that the Director of Planning be instructed to make application to rezone Lot 16, Block 47; Lot 70, Block 50; and Lot 93, Block 49; All of D.L. 2027 from (RS-1) One-Family Dwelling District to (C-1) Commercial District.'

Council resolved that:

'The recommendations of the Director of Planning contained in this report be received and the whole matter be referred to a Public Hearing.'

PUBLIC INFORMATION MEETING

Following Council's resolution of September 26, 1976 to refer the two applications to a Public Hearing, there was considerable concern expressed by residents in the area about the proposed rezoning. To assist the residents in understanding the proposed rezoning applications, a Public Information Meeting was held on November 29, 1976. Approximately 80 residents attended the meeting to discuss the proposed rezoning application and the possible form of development in the future.

The majority were opposed to any further increase of commercial zoning and felt that in the future the amount of existing commercial development should be reduced to that amount of property presently zoned (C-1) Commercial District. The residents expressed concern over increasing the amount of commercially zoned property without reviewing plans of a proposed form of development. The amount of commercially generated traffic that use the lanes of the adjacent residential development was also a concern. Minutes of the Public Information Meeting are attached as Appendix C.

SITE DESCRIPTIONS

The application by Mr. Derish (Application A) concerns one parcel of land located on the S.E. Corner of West 33rd Avenue and MacKenzie Street. The lot has a frontage of 81 feet on West 33rd Avenue and a depth of 130 feet for a total site area of 10,530 square feet. (See Appendix A). The westerly 33 feet of the lot is zoned (C-1) Commercial District and the easterly 48 feet of the lot is zoned (RS-1) One-Family Dwelling District. The lot is developed with a gasoline service station and a one-storey building containing two retail stores and a restaurant.

Cont'd . . .

Manager's Report, May 6, 1977 (BUILDING: A-4 - 7)

Clause #4 continued:

The application by the Director of Planning (Application B) concerns three lots developed commercially at the other three corners, however, one 33 foot lot at each corner is zoned (RS-1) One-Family Dwelling District as noted below. The three corners are developed as follows:

- S.W. Corner Lots 16-18, Block 47, D.L. 2027: gasoline service station
Lot 16 (33' x 130') is zoned (RS-1).
- N.W. Corner Lots 70-72, Block 50, D.L. 2027: retail stores, 2 dwelling units
at the rear of the building
Lot 70 (33' x 130') is zoned (RS-1).
- N.E. Corner Lots 91-93, Block 49, D.L. 2027: retail stores
Lot 93 (33' x 130') is zoned (RS-1).

The lands surrounding the commercially developed lots at the intersection of West 33rd Avenue and MacKenzie Street are zoned and developed as an (RS-1) One-Family Dwelling District. See Appendix B for approximate location of buildings in relation to the existing zoning.

ANALYSIS

The applications by Mr. Derish and the Director of Planning were re-evaluated, given the opposition expressed by the residents at the Public Information Meeting.

In considering the application by the Director of Planning and the benefits of eliminating the non-conforming aspects of commercial development on residentially zoned land versus the future redevelopment of the lands under the existing zoning, it is now considered premature to recommend a rezoning to (C-1) Commercial District of each lot on the northeast, northwest and southwest corners (Lot 16, Block 47; Lot 70, Block 50; and Lot 93, Block 49; All of D.L. 2027).

In reviewing the application by Mr. Derish to rezone the easterly 48 feet of Lot 1, Block 48, D.L. 2027 to (C-1) Commercial District, the Director of Planning still recommends that this be approved and considered at a Public Hearing. The rezoning creates one parcel of land zoned (C-1) Commercial District which is only 15 feet greater in frontage than the (C-1) Commercial District zone on the north side of West 33rd Avenue.

If the entire lot is zoned (C-1) Commercial District, the following could be developed: a building of two storeys with a floor space ratio up to 1.2 (which could be partly residential), with provision of a 24 foot front yard, a 3 foot easterly sideyard and a 35 foot rear yard, measured from the centre of the lane, and provision of off-street parking and loading subject to Sections 12 and 13 respectively of the Zoning and Development By-Law No. 3575. No westerly sideyard would be required along MacKenzie Street.

By rezoning the easterly 48 feet to (C-1) Commercial District, all of Lot 1 (81' x 130') will be zoned for local commercial purposes and will provide for a better form of development than if only the westerly 33 feet were zoned (C-1) Commercial District. The rezoning would discourage a Development Permit Application to build a new building on the westerly 33 feet now zoned (C-1) Commercial District with ancillary parking on the easterly 48 feet now zoned (RS-1) One-Family Dwelling District.

See Appendix D for a general comparison of the two possible forms of development.'

RECOMMENDATION: The Director of Planning recommends the following:

- A. The Director of Planning be instructed to withdraw the application to rezone Lot 16, Block 47; Lot 70, Block 50; and Lot 93, Block 49; All of D.L. 2027 to (C-1) Commercial District.
- B. The application by Mr. Derish to rezone the easterly 48 feet of Lot 1, Block 48, D.L. 2027 to (C-1) Commercial District still be referred direct to a Public Hearing.

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

Cont'd . . .

Manager's Report, May 6, 1977 (BUILDING: A-4 - 8)

5. Park Space and Playing Fields - Areas 6 and 10
and Granville Island, False Creek

The Development Consultant reports as follows:

Purpose

The Board of Parks and Recreation approved the following resolution on 21st February, 1977 and directed that it be submitted to Vancouver City Council.

"Resolved: That the Board advise City Council that the park space allotment in Phase 2, Area 6, False Creek is inadequate."

The accompanying material from the Board's offices alleged that:

- Phase 2 does not provide adequate open space for active recreational facilities for existing and proposed residents in the housing development such as playing fields and tennis courts.
- Phase 1 lacks such facilities.
- CMHC have not included such facilities in their plans for Granville Island.

The purpose of this report is to respond to these points, in terms of Phases 1 and 2 of Area 6, Area 10 and Granville Island.

Open Space - Areas 6 and 10, False Creek & Granville Island

The policy adopted by Council on November 20, 1973 called for the following open spaces:

Area 6 - Phases 1 and 2, Johnston, Sigurdson and Capilano	- 35 acres
Area 10 - B.C.C.C.U., N. H. B., W. O. B., and City	- 5 acres
Granville Island	- 30 acres

These acreages are being achieved in Area 6. There is a "regulation" sized playing field, plus other sports facilities, in Area 6.

Open Space and Playing Fields, Phase 1, Area 6

Phase 1, now nearing completion, contains 26 acres of park, plazas and public pedestrian streets of which 16 acres is park space in the form of grass and treed areas, pools, a playfield, a sports field and walkways between the Heather and Spruce neighbourhoods.

The "regulation" playing field with dimensions at least 170' x 350' is located adjacent to the school and is equipped for soccer, football, rugby, baseball, softball, etc. at all levels except "major" league.

The sports field, called the school green, is approximately 160' x 240' and is also adjacent to the school. It is of a size, shape and surface suitable for "pick-up" games such as throwing a football, softball, touch football, and other informal games.

There will be four tennis courts in the Heather Neighbourhood, two to be constructed this year and two later.

Cont'd . . .

Manager's Report, May 6, 1977 (BUILDING: A-4 - 9)

Clause #5 continued:

The Park Department have no set "standards" for sizes of Playing fields. The actual size depends upon the level of the teams and leagues who would use the playing fields and upon the amount of land available. The playing field in Phase 1 was designed by Thompson, Berwick, Pratt and approved by the Park staff and the Development Group to serve the elementary school who are paying for it, plus all inter-school games. It was not intended to serve "major" league games.

The length is the most important dimension because of end zones for both Canadian football and rugby. The Parks Board, during their construction work on site, managed to increase the length of the playfield to 350' which in their opinion allows adequate end zones.

The size selected meets all the minimum specifications for size and some of the maximum specifications. It is very much larger than the size required by the school. The playfield is suitable for all soccer, football, rugby, grass hockey, softball and baseball at the recreational levels - the only exception being what the Park Department define as the "organized sport groups", that is the "professional" or "major" league sport groups.

A larger size, such as suggested in some of the briefs to Council would attract the "organized sport groups", not compatible with the passive concept of the park design.

More particularly, we believe that the presently approved size and the location of the playfield will result in the optimum use of ground space for the maximum number of people.

It is interesting to note that the School Board staff are laying out the field for school sport purposes for 3 soccer/field hockey pitches across the field to maximize the use.

An agreement is being negotiated between the Parks Board and School Board for the financing of the additional cost of providing an "all-weather" playfield and for the on-going maintenance costs of both the playfield and school green area, which enlarges the usefulness of these playing areas for both the school population and the general public.

During the design of Phase 1, the Vancouver Board of Trade and others requested that the playing field be built to the largest standards, to accommodate "major" leagues. We recommended the above dimensions to Council on May 11, 1976, with the result that Council agreed and the playfield is now about to be constructed to the dimensions mentioned above.

Open Space, Phase 2, Area 6

An Area Development Plan for Phase 2 was approved by Council on August 10, 1976 following a public hearing. It contains provisions for the following:

- 5.1 acres of park, along the waterfront and adjacent to complementary open space on Granville Island.
- An 18,000 sq. ft. sports centre for indoor racquet sports and possibly exercise and sauna on a pay-as-you-play basis. (subject to financing).
- 2 tennis courts.
- An indoor swimming pool (subject to financing).

The Team of architects and developer have made some improvements to the scheme since the Area Development Plan was approved, which will soon be brought to Council for consideration, including the above features.

The consultant Team have examined carefully the possibility of a playing field of 1½ acres in the 5 acres of open space, but recommend strongly against it for the following reasons:

Cont'd . . .

Clause #5 continued:

- 1. Conflict between residential use and a regulation sized playfield.
- 2. Density of the development.
- 3. Not the best use of inner city land.

The open space is designed to permit casual pick-up sports, as in the school green in Phase 1.

Open Space - Johnston, Sigurdson and Capilano Properties, Area 6

The properties total approximately 16.3, 0.5, and 2.8 acres respectively. As applications are received for Area Development Plans, requirements for open space can be established by the City in accordance with Council's earlier policy.

Area 10

B.C.C. Credit Union and the National Harbours Board have received City approval for an Area Development Plan, which includes some 2.5 acres of "open" space, but not a playing field.

The False Creek Development Group are working with a Team of Rhone & Iredale Architects and Daon Development Corporation on a design concept for City-owned lands (6 acres) and Western Outboard Ltd. (.93 acres). They expect to propose about 2.5 acres of open space, in accordance with the earlier City policy, but not a playing field.

Our consultant teams advise that playing fields in Area 10 are not practical with the densities proposed.

Granville Island

The Granville Island Interim Trust, of which the City's Development Consultant is a member, have made public their suggestions for redevelopment of the Island, which includes public space in the southeast sector adjacent to the public space in Phase 2 of Area 6 - some covered, some open, adventure-playground facilities for children, passive areas, walkways, bicycle paths, tennis courts, etc.

The Trustees have stated that they will submit their proposals to the City for consideration by Council (and through them, others such as the Park Board) and will apply for an Area Development Plan, during which process, the proposed uses and issues can be debated.

In an earlier report to Council, the City's Development Consultant did say that the integration of open spaces in Phase 2 and Granville Island would present an option for a playfield in this area.

However, the Trustees have never felt that important inner city land should be used for an essentially single purpose playing field - broader uses for a larger section of the population should be sought.

Comments of the Director of Planning

The Planning Department concurs with the two recommendations which follow on the understanding that:

- (1) Previous Council policies on public open space are being pursued, including the policy for substantial areas of open space on Granville Island.

Clause #5 continued:

- (2) The concept of a large open space by combining the open space of Phase 2 with a large open space on the adjacent part of Gran-ville Island is to be pursued. Planning Department's support of the Phase 2 proposal as presented to Council in May 1976 was hinged on this concept.

Recommendations

It is recommended that:

- A. the land use plan for 5.1 acres of public open space in Phase 2, but excluding a soccer/rugby playing field, be confirmed.
- B. terms of reference for development of the City's Area 10 B which do not call for a soccer/rugby playing field be confirmed.

The City Manager RECOMMENDS that the recommendations of the Development Consultant be approved.

6. Kitsilano N.I.P. Appropriation: Kitsilano Neighbourhood House Grounds Improvement

The Director of Planning reports:

"One of the priorities for the Neighbourhood Improvement Program in Kitsilano is the provision of neighbourhood park space.

On March 24, 1977 the Kitsilano Citizens Planning Committee reviewed a proposal from representatives of the Kitsilano Neighbourhood House Board for improvements to the open space at Kits House. Changes were suggested to increase the amount of useable open space, to provide more space for the pre-school groups operating out of the Kits House Hall, to provide better access to the House, the Hall and the grounds, and to improve the look of the grounds. The Committee felt that these proposed changes to the Kits House grounds could help to provide much needed neighbourhood park space in this area and therefore recommended approval of this project in principle.

The Committee noted, however, that more detailed plans should be prepared for this proposal so that accurate cost estimates can be obtained, and the required permits can be applied for.

On April 20, 1977, representatives from Kits House informed the Committee that preliminary cost estimates for this project totalled a maximum of approximately \$60,000. For a project of this size, they were unable to provide the required expertise within their organization to produce the detailed working drawings and cost estimates. They, therefore, requested some N.I.P. funds to hire a consultant to carry out this work.

The Kitsilano Planning Committee agreed to the request and recommended approval of up to \$5,000 (based on 10% of a maximum budget of \$50,000 + fees) to be spent to hire a consultant.

The site office co-ordinator for Kitsilano noted that the provision of public useable open space in this area is a high priority, and the deadline for N.I.P. projects (October 31, 1977) is drawing near. Therefore, he also recommended approval of the funds to hire a consultant. C.M.H.C. also concurs with the recommendation.

It is therefore RECOMMENDED that:

Manager's Report, May 6, 1977 (BUILDING: A-4 - 12)

Clause #6 continued:

City Council approve the expenditure of up to \$5,000 (five thousand dollars) from the Kitsilano Neighbourhood Improvement Program budget for the purpose of hiring a consultant to work with the staff and Board of Kitsilano Neighbourhood House to prepare working drawings and detailed cost estimates for improvements to the Kitsilano Neighbourhood House grounds. This amount would be cost shared as follows:

Federal	\$2500
Provincial	\$1250
City	\$1250."

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

7. Strathcona Rehabilitation Project -
Location of Massey Award Marker

The Director of Planning reports as follows:

"In 1976, Vincent Massey Awards for Excellence in the Urban Environment were given for the deCosmos Village housing project in Champlain Heights and for the Strathcona Rehabilitation Project. Award certificates were supplied to the participants, including the Mayor on behalf of the City. Bronze markers 30" square were also supplied and one of these has been installed at the deCosmos Village.

On July 27, 1976, Council approved a number of recommendations relating to lease and landscaping of a strip of land between the back of the sidewalk and the property line on the east side of Gore Avenue, between Pender and Keefer Streets. The proposal was that the land be leased, subject to certain conditions, for \$1.00 per year to the Strathcona Property Owners and Tenants Association (SPOTA), who would, with volunteer labour, install landscaping as an improvement to one of the main approaches to the Strathcona Neighbourhood. The City, the Province and C.M.H.C. agreed to share in the cost of landscape material, estimated at \$5,000. Conditions of the lease included the requirement that SPOTA first obtain the consent of the two abutting owners and provision be made for the City to place the Massey Award Marker in the leased area.

SPOTA, by letter of November 14, 1976, advised of difficulties in obtaining the required consents from the abutting property owners and suggested that the Massey Award Marker be located in the Linear Park near the Georgia Street and Hawks Avenue intersection. In January this year, the President of SPOTA and staff of the Engineering and Planning Departments and of the Park Board agreed on a more specific location in the sloping bank where the paved portion of the linear park on Georgia Street abuts the south-east corner of MacLean Park. This location is on park land rather than the closed street allowance which forms part of the Linear Park.

Staff of the Park Board have prepared a design which will incorporate the placing of the Massey Award Marker in some further work to be done on stabilizing the bank in this location, and this proposal has been endorsed by the Park Board.

It is recommended therefore that the City approve a location at the south-east corner of MacLean Park for the Massey Award Marker for the Strathcona Rehabilitation Project."

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.

8. Kitsilano N.I.P. Appropriation - Playground
 Improvement at Tennyson School

The Director of Planning reports:

One of the priorities of the Kitsilano Neighbourhood Improvement Program is to provide more useable park area within the community, with special emphasis being placed on the provision of neighbourhood parks suitable for small children and useable as rest areas for adults.

The area between Broadway and 16th Avenue, Arbutus and Burrard has been identified as being particularly deficient in neighbourhood park facilities. However, Tennyson School is situated within this area and its grounds could be developed to function as a small park area.

On August 10, 1976 City Council approved the expenditure of \$3100 from the Kitsilano NIP budget to hire a consultant to work with the Tennyson Parents Group and the School Board to prepare plans for the improvement of the Tennyson School grounds. A consultant (Ken Terriss) was then hired and work proceeded.

On April 20, 1977 the Kitsilano Citizens Planning Committee received the completed plans from the consultant along with cost estimates from the School Board.

The plan involved four distinctive yet connected types of improvement to the grounds (these are shown digramatically in the attached appendix) and included:

1) street planting, playfield mounds, moving posts, backstops, etc.	\$7,700
2) small play structure, play equipment, mound, sandpile	\$9,600
3) large play structure	\$17,000
4) east entrance planting and benches, retaining wall, mounds, special paving	<u>\$7,800</u>
Total	\$42,100

The Kitsilano Planning Committee had previously suggested that a budget of approximately \$31,000 be set for this project. They therefore felt that minor adjustments should be made to the plans to try to bring the costs down, although they felt the major components of the plan should remain. They therefore agreed to a compromise and recommended that a maximum of \$35,000 be allocated from NIP funds for this project. It was noted that the School Board has previously agreed to pay overhead costs of NIP projects involving schools. In this instance, reductions in the final cost due to the overheads being paid by the School Board may be enough to make necessary only very minor change in the plans.

The Kitsilano Site Office Co-ordinator and CMHC have reviewed this proposal and concur with the Committee's recommendation.

It is therefore RECOMMENDED that:

City Council approve the expenditure of up to \$35,000 (thirty-five thousand dollars) from the Kitsilano Neighbourhood Improvement Program budget (Recreational Facilities category) for the purpose of making the improvements to the grounds at Tennyson School as indicated in the attached appendix. This amount will be cost shared as follows:

Federal	\$17,500
Province	\$ 8,750
City	\$ 8,750

LICENSES AND CLAIMS MATTERS

RECOMMENDATION:

1. Claim Number 17496 - B.C. Telephone Company

The Director of Legal Services reports as follows:

"This claim arises from operations by our Sewers Branch crew on April 9th, 1976 on the southwest corner of Hastings and Seymour Streets.

The City Sewers Branch crew were investigating a blocked catch basin drain at this location which required excavation. While backfilling the excavation the crew inadvertently punctured a B.C. Telephone Company cable duct. The puncture was not discovered until October 26th, 1976 when water entered the duct and caused damage to the B.C. Telephone cable.

We have verification of the labour and material costs for the repairs in the amount of \$5,325.86.

Our investigation of this incident confirms that the City crew caused the damage and that the City would be liable to B.C. Telephone Company for the cost of repairs.

It is recommended that this amount be paid to B.C. Telephone Company and this is a request that authorization be granted to have a cheque issued in the amount of \$5,325.86 payable to B.C. Telephone Company to finalize settlement of this claim."

The City Manager RECOMMENDS that the foregoing recommendation be approved.

FOR COUNCIL ACTION SEE PAGE(S) 11

MANAGER'S REPORT, May 6, 1977 (FIRE: A-6 - 1)

FIRE AND TRAFFIC MATTERS

RECOMMENDATION

1. Champlain Heights Development - Closure of the Tyne-Rumble Connection

The City Engineer, the Director of Planning and the Champlain Heights Project Manager report as follows:

- " In recent months, enquiries and petitions relating to the proposed closure of the Tyne-Rumble connection (Champlain Crescent) have been received by the Engineering Department. In particular, correspondence has been received from private citizens, merchants in Champlain Mall. and Burnaby Council (letter attached). The purpose of this report is to outline the reasons for the proposed closure, discuss possible implications of the closure, and propose a course of action.

BACKGROUND

The extension of Tyne Street south from 54th Avenue to meet Rumble Street at Boundary Road in Burnaby was completed in the early 1970's in preparation for the subdivision of Areas E and F in Champlain Heights (see Appendix I). The intention at that time was for the Tyne-Rumble connection (Champlain Crescent) to serve as a collector for local traffic and in addition, offer the potential for development into a major arterial to bypass Kingsway - Boundary. However, Council subsequently reassessed the subdivision proposal and in 1973 authorized the preparation of a new scheme of development for Areas E and F.

The revised scheme of development titled "Implementation Report for Areas E and F" was developed in 1974. (See Appendix II) The plan was prepared following many months of consultation and active participation by all those involved. Members of the team included thirty people representing citizens interests in the area, school and park interests, as well as City Planning staff and Burnaby Planning Department representatives.

The main feature of the plan is the clustering of residential enclaves around a central parkway system with a major loop road to serve transportation requirements. The intention of the loop road concept was to provide internal circulation for traffic within the Areas E and F development and connections to external streets (Boundary Road, South East Marine Drive, Tyne Street) to facilitate external vehicular and transit trips, and to discourage the intrusion of non-local traffic (i.e. through traffic)- However, implicit in the concept of this traffic scheme (i.e. the loop road) was the implication that many local trips would be circuitous as opposed to the direct travel opportunities normally available in a grid system. Furthermore, the denial of east-west travel opportunities through the development from external destinations would place increased pressure on Kingsway, 49th Avenue/Imperial, and South East Marine Drive. The Engineering Department was concerned that the break in continuity of streets all the way from 49th Avenue to Marine Drive was too large for an urban development of this density and in this type of location. It was noted by the Engineering Department during discussions about the Implementation Plan that there would be opposition to the Tyne-Rumble closure due to the denial of direct vehicular (and future transit) opportunities and increased traffic on external streets. These concerns were in the opinion of the team, outweighed by other considerations and the present scheme was advanced to Council.

Vancouver City Council adopted the Implementation Plan on May 6th, 1975. The land was rezoned to permit development of the plan in June 1976. The loop road has been cleared and servicing for the Phase I enclaves is virtually complete. Work on the central parkway was started on February 1st, 1977. Marketing and development of the Phase I enclaves is now in progress.

Continued

Clause No. 1 Continued

Council in November 1976 designated Enclaves 18 and 19 as sites for non-market family rental housing. Enclave 19 is to be developed by the G.V.R.D. Housing Corporation. G.V.R.D. have retained architects, received preliminary approval from C.M.H.C. for funding and are well along in the preparation of their site plans. It is anticipated that they will require access to the site during the late summer of 1977. The Tyne-Rumble connection cuts through the middle of Enclave 15 and Enclave 19.

PROPOSED CLOSURE OF TYNE-RUMBLE CONNECTION

In terms of the subdivision of property in the north part of the Champlain Heights Areas E and F development (which is now registered), the existing Tyne-Rumble connection is a temporary facility only. It will be replaced by the loop road which is to be completed and opened to traffic later in 1977, unless unforeseen delays are incurred.

Staff of Burnaby Planning Department have indicated to us that they wish to see the role of Rumble Street limited to that of a collector street, with a forty-two (42) foot pavement. As we understand this classification, it would be comparable to East 54th Avenue or Tyne Street in Vancouver. Although the Tyne-Rumble connection would fit into this classification in terms of providing a continuous collector system for neighbourhood level trips, it would also have the potential to develop as a major arterial routing to bypass Kingsway - Boundary Road and the area of the regional town centre. This would not be compatible with Burnaby's plans, nor with those of Champlain Heights (which envisage a quiet, suburban atmosphere within the confines of the site). The loop roadway system developed for Champlain Heights would provide adequate capacity to meet the development's needs, while effectively discouraging through trips to Rumble Street and is therefore the desirable alternative. The proposed closure would result in the traffic presently using Tyne-Rumble, about three thousand (3,000) vehicles per day, re-routing onto East 49th Avenue, Kingsway and South East Marine Drive. This will mean an increase of about four per cent (4%) on these streets, which combined presently carry approximately eighty thousand (80,000) vehicles per day. While Kingsway and East 49th Avenue are at effective capacity, South East Marine Drive could carry additional traffic volumes through development of the proposed Marine Way facility. Under these circumstances, the closure of Tyne-Rumble would not result in overloading other arterials in the area, though some travel at a neighbourhood level would be affected because Marine Drive would not serve these trips as well as they are presently served. However, the closure would meet the objectives of both the Champlain Heights Plan and the Municipality of Burnaby. The plan has proceeded on this basis now for several years, and ample opportunity has been afforded to discuss the plan through public meetings. It is too late to alter this plan now.

CONNECTIONS TO BOUNDARY ROAD

Connections from the proposed Champlain Heights loop road to Boundary Road are important to the development. Boundary Road is the only continuous north-south street in the area, providing important mobility for residents of the area. The original Champlain Heights plan provided for two access points to Boundary Road, opposite Arbor and Clinton Streets in Burnaby.

With the presence of major shopping facilities in south Burnaby and the developing regional town centre, it is expected that Champlain Heights residents will have strong shopping and employment ties to south Burnaby, as well as social links. Thus, it was felt important to provide a connection to Rumble Street in Burnaby, which as a collector could handle these trips. This was accomplished by relocating the originally proposed access at Clinton Street to Rumble Street, resulting in the present plan. The loop road arrangement within Champlain Heights should be sufficient to discourage through trips from abusing this connection.

Continued

Clause No. 1 Continued

The Burnaby Director of Planning's report makes two points regarding these connections. The first is that the Boundary Road median should be modified to prevent through trips from Vancouver onto Arbor in Burnaby, and we agree, subject to the results of the proposed joint Burnaby - Vancouver Council meeting to finalize the cross-sectional design of Boundary Road from Kingsway to Marine Drive. The second point is that the Rumble Street access should be deleted in favour of the Clinton Street access (i.e. return to the former plan); we do not agree with this point because of the aforementioned need for Champlain Heights residents to use Rumble Street (in relatively small numbers) to reach employment, shopping, and social opportunities in South Burnaby.

In view of the foregoing, there is no question that the Tyne-Rumble connection must be closed if the Implementation Plan is to be realized. If the road is not closed, the City will have to embark upon a major re-design program. This would be a very lengthy and costly process. It is recommended that Council reaffirm support of the Implementation Plan in general and the closure of the Tyne-Rumble connection in particular.

IT IS RECOMMENDED:

- A. THAT Council reaffirm support of the Implementation Plan in general and the closure of the Tyne-Rumble connection in particular.
- B. THAT the City Engineer provide information to the Municipality of Burnaby Planning Department regarding the anticipated traffic movements to be generated by the Champlain Heights development and connections to Boundary Road. This information to be made available prior to the June 2, 1977 scheduled joint meeting between Vancouver and Burnaby Councils. "

Copies of the petitions are on file in the City Clerk's Office.

The City Manager RECOMMENDS that Council approve the above recommendations.

CONSIDERATION

2. Street Closure to Accommodate the Mount Pleasant Neighbourhood Fair

The City Engineer reports as follows:

"In a letter dated March 28, 1977, Ms. Colleen Fallon, Co-ordinator of the Mount Pleasant Neighbourhood Fair, requested that 8th Avenue, between Guelph and Prince Edward Streets, be closed to vehicular traffic on Saturday, May 28, 1977 from 9:00 a.m. to 9:00 p.m. to accommodate a Neighbourhood Fair.

The activities scheduled to take place are children's programs, ethnic food booths, folk and square dancing and a beer garden which will be operated by the Mount Pleasant Branch #177 of the Royal Canadian Legion.

As 8th Avenue is not a transit route, B.C. Hydro operations will not be affected. The Police Department advises that they will provide special attention for this event and no problems are anticipated.

Temporary signing and barricading will be required, as well as extra street cleaning. The estimated costs are as follows:

(1) Temporary signing, barricades, etc.	\$150
(2) Sanitation Department services	<u>\$125</u>
TOTAL:	\$275

Continued

MANAGER'S REPORT, May 6, 1977 (FIRE: A-6 - 4)

Clause No. 2 Continued

Should Council approve the applicant's request to close to vehicular traffic 8th Avenue, from Guelph to Prince Edward Streets, on Saturday, May 28, 1977 from 9:00 a.m. to 9:00 p.m., such approval should be subject to the following conditions:

- A. The applicant enter into an arrangement satisfactory to the Director of Legal Services indemnifying the City against all claims that may arise from the proposed closure, such indemnity to be in the form of insurance in which the City of Vancouver is named insured.
- B. The cost of temporary traffic controls be borne by the applicant.
- C. The cost of any street cleaning required over and above normal street cleaning be borne by the applicant.
- D. The necessary permits and clearances to dispense food, beverages and spirits be obtained from the departments and agencies concerned - Health, Permits & Licenses, Police and Provincial Liquor Distribution Branch.
- E. That no stakes or anchors be imbedded in City property."

The City Manager submits the above report of the City Engineer for Council's CONSIDERATION.

FOR COUNCIL ACTION SEE PAGE(S) 6411

A-7

Manager's Report, May 6, 1977 (FINANCE: A-7 - 1)

FINANCE MATTERS

RECOMMENDATION

1. Consent to Assignment of Lease

The Supervisor of Properties reports as follows:

"Lot A, Block F, D.L. 301, situated on the south-east corner of 24th and Fraser Street, is leased to Home Oil Distributors Limited for a period of 10 years to January 31, 1985.

Home Oil also lease from the City of Vancouver two 10-foot widening strips adjacent to Lots 1 and 2 of Subdivision 1, Block 6, D.L. 526 situated on the south-east corner of 41st and Granville Streets, for a period of 5 years to August 31, 1979.

Home Oil Distributors Limited are going through the process of amalgamation with Imperial Oil Limited and have requested permission to have the above leases assigned from Home Oil Distributors Limited to Imperial Oil Limited.

Recommended that the City consent to an assignment of the above leases from Home Oil Distributors Limited to Imperial Oil Limited subject to the documents of assignment being to the satisfaction of the Director of Legal Services."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

2. Investment Matters (Various Funds) March, 1977

The Director of Finance reports as follows:

"(a) Security Transactions during the month of March 1977.

(b) Summary of Securities held by the General and Capital Accounts.

(a) SECURITY TRANSACTIONS DURING THE MONTH OF MARCH 1977

1. GENERAL AND CAPITAL ACCOUNT TRANSACTIONS (PURCHASES)

<u>Date</u>	<u>Type of Security</u>	<u>Maturity Date</u>	<u>Maturity Value</u>	<u>Cost</u>	<u>Term Days</u>	<u>Annual Yield</u>
<u>Chartered Bank Deposit Receipts and Government Notes</u>						
Mar. 2	Mercantile Bank of Canada	Mar. 3/77	\$ 1,000,205.48	\$ 1,000,000.00	1	7.50
3	Bank of British Columbia	Mar. 8/77	2,002,197.26	2,000,000.00	5	8.02
8	Bank of Nova Scotia	Mar. 10/77	500,205.48	500,000.00	2	7.50
10	Bank of Nova Scotia	Mar. 14/77	500,410.96	500,000.00	4	7.50
15	Bank of Nova Scotia	Mar. 18/77	500,308.22	500,000.00	3	7.50
17	Bank of Nova Scotia	Mar. 21/77	500,410.96	500,000.00	4	7.50
23	Royal Bank of Canada	Mar. 24/77	1,000,191.78	1,000,000.00	1	7.00
25	Bank of Nova Scotia	Mar. 30/77	1,501,489.73	1,500,000.00	5	7.25
28	Bank of Nova Scotia	Mar. 31/77	1,000,595.89	1,000,000.00	3	7.25
30	Bank of British Columbia	Mar. 31/77	1,500,318.49	1,500,000.00	1	7.75
31	Bank of Montreal	Apr. 12/77	1,503,723.29	1,500,000.00	12	7.55
			<u>\$11,510,057.54</u>	<u>\$11,500,000.00</u>		

Clause #2 continued:

2. SINKING FUND TRANSACTIONS (PURCHASES)

<u>Date</u>	<u>Type of Security</u>	<u>Maturity Date</u>	<u>Maturity Value</u>	<u>Price</u>	<u>Cost</u>	<u>Term Yrs.Mos.</u>	<u>Yield %</u>
<u>Debentures</u>							
Mar.10	City of Vancouver 6.00%	June 15/80	\$ 2,000.00	93.25	\$ 1,865.00	3/3	8.40
10	City of Vancouver 8.50%	Dec. 3/93	200,000.00	92.46	184,920.00	16/9	9.40
22	City of Vancouver 6.00%	June 15/80	9,000.00	93.32	8,398.80	3/3	8.40
29	City of Vancouver 8.00%	Apr. 2/93	3,000.00	87.80	2,634.00	16/-	9.50
			<u>\$214,000.00</u>		<u>\$197,817.80</u>		

<u>Date</u>	<u>Type of Security</u>	<u>Maturity Date</u>	<u>Maturity Value</u>	<u>Cost</u>	<u>Days</u>	<u>Yield %</u>
<u>Chartered Bank Deposit Receipts & Government Notes</u>						
Mar.31	Bank of British Columbia	Apr.29/77	\$ 754,594.32	\$ 750,000.00	29	7.71
			<u>\$ 968,594.32</u>	<u>\$ 947,817.80</u>		

(b) SUMMARY OF SECURITIES HELD IN GENERAL AND CAPITAL ACCOUNTS ONLY - AS AT MARCH 31, 1977.

<u>Type of Security</u>	<u>Par or Maturity Value</u>	<u>Cash or Book Value</u>
<u>Short Term</u>		
Chartered Bank Deposit Receipts and Government Notes	<u>\$ 67,023,824.38</u>	<u>\$ 69,182,329.32"</u>

The City Manager RECOMMENDS that the foregoing report of the Director of Finance be approved.

3. West Health Unit - 3998 Main Street

The Director of Permits and Licenses reports as follows:

"On November 10th, 1976 City Council approved the following recommendations when considering the report of the City Manager on alterations of 3998 Main Street for the Health Department.

- 1. Funds in the amount of \$5,000 be appropriated from the Health and Welfare Building Capital unappropriated funds for drafting assistance and consulting services for completion of contract drawings and specifications for the alterations to 3998 Main Street.
- 2. Authority be given for tenders to be called for a further report back to Council.

In the body of the report costs were estimated as follows:

a) Allowance for drafting & consulting services	\$5,000
b) Alterations	86,000
c) Furnishings & equipment including 3 chair dental clinic	37,850
Total	<u>\$128,850</u>

Clause #3 continued:

The City Architect had the necessary working drawings and documents prepared and open tenders were requested. The following were received:

Amundson Construction Co. Ltd.	\$ 73,000
Allan & Viner Construction Co. Ltd.	74,265
Turnbull & Gale Construction Co. Ltd.	74,371
Lickley Johnson Palmer Construction Ltd.	75,629
Seaward Construction Co. Ltd.	76,744
International Construction Co. Ltd.	79,497
McLelland Bros. Construction Ltd.	79,640
Burdett Construction Co. Ltd.	80,749
Hodgson King & Marble Ltd.	85,428
Project Construction (1976) Ltd.	94,150

The tenders are found to be in order and it is recommended that the low bid submitted by Amundson Construction in the amount of \$73,000 be accepted. Up-dated costs of the complete project, if this bid is accepted, are as follows:

Drafting & consulting services	\$7,500
to prepare contract documents	
Alterations by low bidder	73,000
Printing, advertising and permits	900
Telephones, moving costs & miscellaneous expenses not included in construction	
company contract	4,800
Furniture and equipment including 3 chair dental clinic	40,300
Total	\$126,500

The Director of Finance advises that the required funds are available from the Health and Welfare Buildings Capital Fund.

It is recommended that Council:

- A. Authorize the City Architect to accept the low bid of Amundson Construction in the amount of \$73,000 for the construction work.
- B. Approve the estimate for the project as outlined in the body of the report and the necessary funds be appropriated from the Health and Welfare Capital unappropriated funds to complete alterations and furnishing and equipping of 3998 Main Street for the Health Department."

The City Manager RECOMMENDS that the foregoing recommendations of the Director of Permits and Licenses be approved.

FOR COUNCIL ACTION SEE PAGE(S) 12

PROPERTY MATTERS

RECOMMENDATION:

- 1. Burrard Street Widening,
1800 - 1802 West 4th Avenue
Compensation to Lessee

The Supervisor of Properties reports as follows:-

"City Council on January 18, 1977 in considering a report of the Supervisor of Properties approved for the widening of Burrard Street, acquisition of a portion of 1800 - 1804 West 4th Avenue and 2003 - 2005 Burrard Street, legally described as Lots 19 and 20, Block 247, D.L. 526, Plan 590.

This report noted that the City was obliged to pay cash compensation to two lessees for the breaking of their leases and these negotiations would be the subject of later reports.

Brigid Anne Clarke, one of the lessees, operates Tiffany Glass Centre Ltd. at 1800 - 1802 West 4th Avenue at the S/W corner of 4th Avenue and Burrard Street. This lessee has a current lease expiring in 22 months but has agreed to give up vacant possession by April 30, 1977.

Following negotiations, this lessee has agreed to accept the sum of \$17,500.00 in full compensation for the breaking of her lease. This settlement has been endorsed by the Director of Legal Services.

It is therefore recommended that the Supervisor of Properties be authorized to pay compensation to the lessee Brigid Anne Clarke on the foregoing basis chargeable to Account Code #146/5921."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

- 2. Sale of Property - N.W. Corner of Burrard Street & 3rd Avenue

The Supervisor of Properties reports as follows:

"On June 15, 1976, Council authorized the Supervisor of Properties to sell the residual portion of properties acquired for Burrard Street widening. Accordingly, tenders were called for the following property on April 5th, 1977 and were opened in public at 9:30 a.m. on Monday, April 25, 1977.

Recommended that the following offer to purchase be accepted and approved under the terms and conditions set down by Council, being the highest offer received.

Lot E, Block 227, District Lot 526, Plan 16643
Situated on the N.W. corner of Burrard Street
and 3rd Avenue. Zoned C-3A

<u>NAME</u>	<u>APPROX. SIZE</u>	<u>SALE PRICE</u>	<u>TERMS</u>	<u>CONDITIONS</u>	
Meyer Holdings Ltd.	6,410 sq.ft.	\$173,521	Cash	-----	"

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

3. Lease Renewal of 1655 Robson Street
West End Services Centre

The Supervisor of Properties reports as follows:

"City Council on August 29, 1972, authorized the leasing of premises at 1655 Robson Street for Health & Welfare purposes in the West End. The tenure confirmed by Council was for four (4) five-year terms commencing September 1, 1972 and rental for the first five year term was set at \$5.00 per square foot for the 4999 square feet occupied.

The premises comprise a portion of a large commercial-residential development and are located on the ground floor having an average frontage on Robson Street of forty feet and a depth of 123.5 feet. Seven surface parking stalls are included in the rental.

Negotiations with Mr. J. Balshine of Garshe Investments Ltd. have resulted in Mr. Balshine agreeing to a five-year rental review as follows:

First 2½ yrs. \$7.50 sq.ft. x 4999 = \$37,492.50 P.A.
2nd 2½ yrs. \$8.50 sq.ft. x 4999 = \$42,491.50 P.A.

Investigation of paid rents for current leases in the area indicate the foregoing rental to be realistic for the subject premises.

Upon takeover of the City Welfare function by the Provincial Government, a license agreement was granted to the new Vancouver Resources Board by resolution of City Council dated March 11, 1975. This license originally covered only 289 square feet of the total area (subsequently increased to 500 square feet) and was for a period terminating August 31, 1977.

By letter dated April 18, 1977, the Vancouver Resources Board has confirmed it wishes to continue at this location and agrees in principal to a rental increase proportionate to the proposed lease rates. The renewal of the license will be the subject of a further report to Council.

It is recommended that the Supervisor of Properties be authorized to accept Garshe Investments Ltd. five year rental review as follows:-

Effective September 1, 1977

TO
February 29, 1980 (2½ years) = \$37,492.50 per annum

Effective March 1, 1980

TO
August 31, 1982 (2½ years) = \$42,491.50 per annum

All other terms and conditions to remain the same.

Further that the 1977 budget be increased in the amount of \$4166.00 to cover the increased rental for the period September 1st to December 31st, 1977. The Comptroller of Budgets and Research advises that if the foregoing is approved the source of funds will be the contingency reserve."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

Manager's Report, May 6, 1977 (PROPERTIES A9 - 3)

4. Strathcona Infill Housing Lots:
Request to resell to the City by
the Provincial Government

The Supervisor of Properties reports as follows:

"By letter dated April 15, 1977, L.I. Bell, Deputy Minister of Housing has offered to sell back to the City for the sum of \$80,289.40, Lots 25-29 (Now B), Block 76, D.L. 181, Plan 196. These lots are on the north side of Keefer Street between Heatley Avenue and Hawks Avenue. This value represents the Provincial Government's book value, namely the original purchase price of \$66,000.00 plus carrying costs of 8% to March 31, 1977.

The following background information is submitted for Council's information:

The site which the government is offering to the City is one of a number of properties sold to the Government during 1975 at the government's request. These properties (including the site in question) were sold for immediate development and in each case an option was given to the City by the Government to repurchase the lands at the net sales price in the event construction to the point of pouring of foundations had not been commenced within a specified period of time. This particular site was conveyed to the Government on April 14, 1975, and construction was to commence prior to April 30, 1976, after which date the City had three months in which to exercise its option.

For various reasons, including changes in financial policies, construction was not commenced within the allotted time and extensions to the date of commencement of construction were requested by the Government and were approved by Council as follows:-

May 4, 1976, extended to December 31, 1976

December 7, 1976, extended to April 30, 1977

In each instance, the Government gave the City an option extending the time within which the City would repurchase the property for the sum of \$66,000.00. As construction has not commenced and the Government has not requested a further extension, the City has three months within which to exercise its option to purchase the lands for the sum of \$66,000.00 less a proportionate part of the current year's taxes and any other amounts owing to the City or amounts required to release any charges which may have been registered against the property. Therefore, the Government's offer to sell the lands for the sum of \$80,289.40 would appear to be redundant at this time. If the City did not exercise its option within the time specified, the Government may then sell the lands at any price to any interested group.

It is noted that the City cannot extend the option to repurchase as it is granted to the City from the purchaser in this case the Provincial Government therefore only they can extend it.

In the two previous extensions, the Government wished to prevent the City from exercising the option and consequently requested an extended time within which to commence development. Council granted extensions on the commencement date on the condition that the City's 90 day option to repurchase also be extended.

Cont'd . . .

Manager's Report, May 6, 1977 (PROPERTIES A9 - 4)

Clause 4 Cont'd

A further letter dated April 29, 1977 has now been received from L.I. Bell, Deputy Minister of Housing requesting a time extension of three months in which to commence construction as the Strathcona Property Owners and Tenants Association have now agreed to the Provincial Housing Guidelines.

It is recommended that the commencement of construction date be extended to July 31, 1977, subject to the Government extending the option period for three months to October 31, 1977 and subject to any documentation deemed necessary by the Director of Legal Services."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

FOR COUNCIL ACTION SEE PAGE(S) 12

B

MANAGER'S REPORT

May 5, 1977

TO: Vancouver City Council

SUBJECT: Social Mix in Area 2 of False Creek

CLASSIFICATION: RECOMMENDATION

The City Manager reports as follows:

On March 18, 1977, when considering the development of Area 2 of False Creek by Marathon, Council resolved as follows:

"THAT the Mayor, the Chairman of the Planning and Development Committee, City Manager and the Director of Planning meet with Marathon Realty to discuss the proposed development of Area 2 False Creek with particular reference to the following:

- (a) assigned cost per dwelling unit
- (b) definition of "reasonable" price
- (c) social mix
- (d) public recreation areas."

Representatives of Marathon and of the City met on March 22 and April 18. There was no controversy with respect to (d) above. The intention of Marathon is to abide by the terms of the letters of agreement and to create public areas exactly as detailed in the City's Area Development Plan. This calls for the provision of 25 acres of public open space plus 3 acres of school grounds, for an estimated population of 7,900. This is well above the requirements of the Official Development Plan (2 acres per 1000) or of the Subdivision Control By-law (10% of total area). The open space also includes a regulation size playing field. Through the development permit process the City can ensure that the requisite public areas are dedicated and developed. The remainder of this report, therefore, concerns issues (a), (b) and (c) relating to social mix.

Background on Social Mix

Statements dealing with this issue are found as follows:

- 1) The Official Development Plan for False Creek contains the following "Mandatory Requirement":

"2.1 (c) POPULATION MIX Population mix should not unduly emphasize one class or age group."

- 2) The same Plan also contains the "Interpretive Requirements":

"2.2 (d) HOUSEHOLD MIX The following household types should be provided as a basin-wide objective:

Families with children	25%
Couples with (young and mature)	25%
Elderly	15%
Singles	35%."

"2.2 (e) AGE AND INCOME MIX The population age and incomes mix as reflected in the Greater Vancouver region be adopted as a basin-wide objective."

- 3) The Area Development Plan for Area 2 contains no further reference to income mix.
- 4) The letters of agreement between the City and Marathon which preceded the rezoning, contain the following references:

(i) June 10, 1974 report from Mayor Phillips:

"C.1. Marathon would look favourably on selling land at a reasonable price for such things as multi-cultural centres, senior citizens housing or co-op housing."

(ii) June 25, 1975 from John McLernon of Marathon:

"While item C. 1, ...were agreed to in principle, at the meeting, they are expressions of our intentions for guidance of both parties but should not be a specific term of the agreement."

- 5) In a letter of February 15, 1977, Gordon Campbell recites at length the efforts Marathon have made to find sponsors for low-income housing. He also states:

"I think there has to be recognition that Marathon did not commit to subsidize the land in Area 2. The agreement reached between Marathon and the City recognizes this. Marathon only agreed to make land available at reasonable market value. If, in fact, subsidization of land on the north side is required, it would be considered a direct cost against the entire development and the Marathon Realty/City agreement would have to be reconsidered."

The present discussions with Marathon have centred on:

- a) the interpretation of "reasonable price", and
- b) procedures for implementing the objectives and guidelines.

Guidelines for Interpreting "Reasonable Price" and Procedures for Implementing the Social Mix Objectives

As detailed below, "Reasonable Price" is to be interpreted as 2/3 of market value, as determined by independent appraisals. In the paragraphs following, "low income" housing is housing which can be afforded by persons or households in the lowest 1/3 of the G.V.R.D. income range. Normally, this would be housing embraced by a Federal and/or Provincial assistance program.

Marathon and the City will work together to ensure that in every neighbourhood the low income housing proceeds at about the same time as higher income housing. The following mechanism is recommended:

- (1) In the design of each neighbourhood at each development stage, Marathon will identify land for low income housing and subsidized non-residential development and specify the design, uses, and number of low income dwelling units or floor area of subsidized non-residential development, in conformity with the Official Development Plan and the Area Development Plan, to the satisfaction of the Development Permit Board.
- (2) If there is no agreement on the market value of the land, Marathon and the City will each appoint a qualified real estate appraiser. The appraisers will be given the same instructions to establish the market value of the site or sites identified for low income housing or non-residential development, considering the location, density and use of the sites, but as if the development to be built thereon was market housing or market commercial development. Where the two appraisals are different, the two appraisers endeavour to reconcile their differences. Failing such agreement, "Market Value" shall be the average of the two appraised values.
- (3) Concurrently with Marathon receiving the first Development Permit within a neighbourhood, Marathon will agree to sell to the City of Vancouver at any time within 2 years of the date of receiving the Development Permit, the serviced land for low income housing and subsidized non-residential development (previously identified in step (1) above) at a price equal to 2/3 of the "Market Value" as determined in step (2) above.
- (4) The market value shall be determined as on the date of granting the free 2-year offer to the City.

Any taxes paid by Marathon to the City for such sites during the period of option shall be refunded if the City exercises the option.

-3-

- (5) If the City does not exercise its right to purchase within the 2 year period, then both parties recognize that the basin-wide guidelines cannot be achieved at that time in that location. The site may then be used by Marathon for medium income housing or market commercial development as the case may be. If the City exercises its right, but does not commence construction within 1 year of purchase, Marathon has the option to acquire the site back from the City at the price which the City paid to Marathon and Marathon may then use the site for medium income housing or market commercial development in accordance with the Official Development Plan and the Area Development Plan.
- (6) Achievement of these guidelines will not be retroactive, and if the City fails to exercise its right to purchase housing sites in earlier phases of development, it will not attempt to overcome this shortfall by applying to a later phase of the development a requirement for a mix of low income housing in excess of that mix reflected in the G.V.R.D.
- (7) Use of any property conveyed by the City for low income housing will be restricted to such low income use by covenants running with the land. It is contemplated that the City will either develop such land or provide it to a third party at the City's cost. If the land is provided to a third party at a higher price for the land than the City's cost, the excess will be added to the price payable by the City to Marathon.

Application to "Cooper's Court" Neighbourhood

To meet the low income mix provisions of the first phase of Cooper's Court, (south of the railway tracks), Marathon will designate a site suitable for a senior citizen's personal care home for up to 150 residents or for some other government assisted housing. This could probably be located on parts or all of Blocks D₁ and E₁. However, it would require a deviation from the development forms outlined by Marathon in their Development Proposal brochure.

The City and Marathon recognize that further planning is needed to designate a viable personal care structure. It is recommended that such planning proceed as rapidly as possible, but not hold up the approval of the development permit for Block A. In the case of Cooper's Court, it is recommended that the granting of the free 2-year option to the City occur as soon as an acceptable site has been designated and appraised, but no later than the granting of any subsequent development permit to Marathon.

RECOMMENDATION

The City Manager RECOMMENDS that Council accept the interpretation of "reasonable price" as set out in this report, and the procedures set out in the report for providing the low income component of housing Area 2 of False Creek, and request the Director of Legal Services to incorporate them in the formal agreement between the City and Marathon.

(Representatives of Marathon will similarly recommend these interpretations and procedures to their Company.)

The City Manager also RECOMMENDS that Council at this time approve the amendment to the Subdivision Control By-law which had been tabled pending this report.

FOR COUNCIL ACTION SEE PAGE(S).....7.....

B(i)

MANAGER'S REPORT

May 5, 1977

TO: Vancouver City Council

SUBJECT: Area 2 of False Creek -
Engineering Aspects of Marathon Developments

CLASSIFICATION: CONSIDERATION

The City Engineer reports as follows:

"Background

The agreements made by Marathon Realty Co. Ltd. and the City of Vancouver in 1974 at the time of the re-zoning of the lands on the north side of False Creek, have yet to be formalized in a legal document. The Law Department is working with members of the Engineering Department and other departments, as well as representatives of Marathon, to prepare this document for signing.

Marathon Realty has obtained a Development Permit to construct a townhouse-apartment development in Area 2. The Development Permit Board approved this application, subject to a series of conditions including the signing of the Agreement between Marathon and the City, referred to above and a particular condition related to the future replacement of the Cambie Bridge.

All but one of the difficulties which the Engineering Department has seen as potential problems for the City regarding the Area 2 development have been resolved through negotiations with Marathon representatives. The one outstanding item relates to the Cambie Bridge.

Without resolution of this issue, the Agreement cannot be signed and Development Permits cannot be issued. The purpose of this report is to obtain Council's decision on this outstanding issue.

Cambie Bridge Replacement

The Cambie Bridge is directly adjacent to Area 2 and is, therefore, a problem from a noise, air pollution and aesthetic point of view. The Area Development Plan By-Law for Area 2 recognized the problems and called for non-residential buffer-buildings to be constructed beside the Bridge to shield the residential units from the bridge. The plans of other areas in False Creek, in particular Area 6, Phase II, and Area 10B, call for a similar treatment of the bridges in their areas. The Law Department advises, however, that the By-Law did not say that residential buildings must not be placed next to the bridge. Most of the buildings Marathon is planning to build next to the bridge are non-residential but Marathon is planning one large residential block of 162 dwelling units which will be within 160 feet of the existing bridge. (This block is "Block A", the first development Marathon intends to construct in Area 2. The Development Permit Application for Block A has been approved.)

The problem of a bridge directly beside a residential development is made more difficult by the fact that Cambie Bridge must eventually be replaced. Detailed investigation has shown that the new bridge should be constructed to the west of the existing bridge, which will bring it within 50 feet of the housing in Block A (See attached sketch). The Area Development Plan recognizes this, and provision for footings for the bridge are made in the strip of land which is designated as public open space. The Engineering Department's review of the Development Permit Application for Block A was made in that context, and one of the conditions placed on the approval of the Development Permit Application for Block A was that Marathon notify future owners that a new bridge is planned.

At the Development Permit Board Meeting, the City Engineer said

"... the agreement would have to provide assurance that the property owners adjacent to the bridge would be fully aware that the bridge had to be constructed...."

Because this matter has not been satisfactorily resolved, the City Engineer is asking for Council's direction on this issue.

The Engineering Department is concerned that when the City moves to replace the Cambie Bridge, owners of residential units adjacent to the bridge in Block A may seek compensation from the City for devaluation of their property when a new transportation facility is relocated to 50 feet from their building. While there may be similar difficulties elsewhere in the City, in this case the problem is being "built-in" to this new development.

All parties have long recognized that a Cambie Street replacement will be necessary, and in fact, development plans specify where a new facility is to be located. Block A is designed so that most of the windows and balconies face away from the bridge.

The Engineering Department feels that, as Marathon has elected to build residential units in a location which, according to our plans, will become much less desirable (due to the relocation of the bridge), Marathon is obliged to take measures to protect the City and the future owners of these units from a legal confrontation. Marathon plans to market their units and, as a result when the bridge is replaced and the problems arise, Marathon will no longer be directly involved.

The Law Department advises that it is not possible to register against the title of each suite a warning about the bridge relocation. Nor is it possible to register an easement for the bridge against an adjacent piece of property.

It would be possible to register such an easement if some of the open space under the proposed new bridge were to remain in Marathon's possession and was then transferred to the lessees and incorporated with Block A.

The City Engineer recommends that this be done so that there is no doubt about all future owners being legally notified about the bridge relocation.

Marathon representatives have said that they will go so far as to notify the initial owners via a sales prospectus that the bridge will be replaced. They do not feel Marathon has any further obligations. They have rejected the easement approach outlined above because they feel an easement will be an encumbrance which will adversely affect the marketability of the development.

We do not question that charging an easement against the titles will affect the marketability of the development. The replacement of the bridge will likely affect these units' market value.

The Engineering Department believes that every effort should be made to maintain the maximum flexibility for the City in the planning of a bridge replacement. If, for example, developments occur which force the City to use a tunnel rather than a new bridge, the cost, in today's dollars, could well be more than 100 million dollars rather than an approximate 20 million associated with a bridge.

Consideration

Council is therefore being asked to decide between the following two positions:

- A) The City Engineer be instructed to refuse his consent to the granting of a development permit for Block A unless an easement is granted for the new bridge on open space to be incorporated with Block A.
- B) The City Engineer be instructed to consent to the granting of the permit on the undertaking from Marathon that all original lessees in Block A will be notified of the future bridge relocation."

The City Manager submits the matter for Council's CONSIDERATION.

FOR COUNCIL ACTION SEE PAGE(S) 7

MANAGER'S REPORT

C
May 10, 1977

TO: Vancouver City Council

SUBJECT: Bid and Performance Bonds

CLASSIFICATION: RECOMMENDATION

The City Purchasing Agent reports as follows:

"The present policy for Bid and Performance Bonds, which has been in effect for over twenty years, is set out in the Administrative Manual and reads as follows:

"BID AND PERFORMANCE BONDS (OR DEPOSITS)"

(i) Bid and Performance Bonds are not required with tenders for:

Trucks and Autos,
Equipment (National Products),
Materials and Supplies.

(ii) Bid and Performance Bonds are required with tenders for:

Equipment specially manufactured,
Services \$10,000.00 and over,
Specialized installations, including supply of equipment,
Structures, pavements and other civil engineering works. "

Purpose of Bonds and Comments re: Their Effectiveness

Bid Bonds - The only contractual requirements of a bid bond is that the Surety Company will ensure that the successful tenderer will enter into a contract and will provide a performance bond to secure the performance of the terms and conditions of the contract. The Bid Bond is void as soon as a Performance Bond is supplied and the contract is signed.

An alleged side benefit of a bid bond is - the Surety Company will investigate the financial and technical competence of a firm before they will issue a bid bond. In actual practice, however, most firms submit a certified cheque or a Government bearer bond as a deposit, so no investigation is made by a Surety Company.

Also, in actual practice, to the best of my knowledge, the City has never used a bid bond to force a reluctant tenderer into a contract, i.e. - there have been many instances (both in cases where bonds were required and cases where bonds were not required) where the tenderer claimed a serious error in his bid and has requested permission to withdraw. In every such instance, the City has granted permission to withdraw because it would be patently unfair to force a supplier into a loss position if he made a genuine error in his bid.

There is also a growing reluctance on the part of many firms to submit bid bonds and more and more firms are submitting bids without bonds even though the tender documents states that they are required. I also believe we are losing competition because some firms are not bidding because they will not go to the trouble and expense of obtaining a bond when they have no assurance of being awarded the contract. Part of this reluctance is due to the fact that the cost of bid bonds, like everything else, is rising, and in some instances it may cost up to \$150.00 for a bid bond.

It can be seen from the foregoing that, in most instances, bid bonds provide little if any benefit for the City, they reduce competition and they put an unnecessary cost on the tenderers. They also put the City in the invidious position of being obliged to reject tenders which are acceptable in all respects except for their failure to provide a bid bond.

I am, therefore, recommending that bid bonds no longer be required for tenders administered by the City Purchasing Agent. I am restricting my recommendation to tenders administered by the City Purchasing Agent because it is industry practice to provide both bid and performance bonds in the case of building construction and certain engineering works, whereas it is not the industry practice with material and equipment suppliers such as the Purchasing Agent deals with.

- 2 -

DC 63-MLH-75

RE: BID AND PERFORMANCE BONDS

Performance Bonds - The contractual requirement of a performance bond is that the contractor shall well and faithfully observe and perform all the obligations of the contract.

Performance Bonds have proved to be a very useful device to ensure that contractors, who have encountered difficulties during the execution of a contract, live up to their commitments. I believe, however, that performance bonds should only be demanded with contracts of significant value (\$50,000.00 or more) except that, when the Purchasing Agent or the head of the using department considers that there is an unusual risk factor involved, the Purchasing Agent should be authorized to demand a performance bond regardless of the value of the contract.

If the recommended change is approved, the tender documents will clearly state that the successful tenderer must provide a performance bond within a specified number of days or the contract will not be awarded.

The only danger we can see with the proposed change in policy is that, in some instances, a bidder may not be able to obtain a performance bond and it will be necessary to go to the best bidder who can obtain a bond. We believe, however, that the problem eliminated by the elimination of bid bonds will far more than offset this slight risk.

RECOMMENDATION

I RECOMMEND that the policy with respect to bid and performance bonds be changed to read as follows:

' BID AND PERFORMANCE BONDS (OR DEPOSITS)

- (i) Bid Bonds are not required for tenders administered by the City Purchasing Agent but the City Purchasing Agent is authorized to demand bid bonds in cases where he considers unusual risk factors are involved.
- (ii) Performance Bonds are required with contracts with a value of \$50,000.00 or more for the following types of purchases, except that the City Purchasing Agent is authorized to demand performance bonds for any type of purchase regardless of value, if he deems it necessary to protect the interests of the City:

Equipment specially manufactured,
Services,
Specialized installations, including supply of equipment.'."

The City Manager RECOMMENDS approval of the recommendation of the City Purchasing Agent.

FOR COUNCIL ACTION SEE PAGE(S) 12

D

MANAGER'S REPORT

May 10, 1977

TO: Vancouver City Council

SUBJECT: Decorative Street Banners - Tender No. 10-77-1

CLASSIFICATION: RECOMMENDATION

The Purchasing Agent and City Engineer report as follows:-

"Tenders for the above were opened by the City Clerk for the City Manager on April 25, 1977, and referred to the Purchasing Agent and City Engineer for report. A copy of the tabulation is attached.

This report is being submitted for Council consideration because we are recommending acceptance of a tender which did not comply with the bid deposit requirements, i.e., the low bidder (Sign-Ads (B.C.) Ltd.) did not submit the required bid deposit with their tender.

A clause in the tender document stated "The right is reserved, as the interests of the City may require, to reject any or all tenders, and to waive any minor informality or irregularities in tenders received." There are, however, no policies or guidelines which rank irregularities, so when there is any doubt as to whether or not an irregularity is "minor", we refer the matter to the Law Department for an opinion.

In the past, with one exception, the Law Department has considered omission of a bid bond as a major irregularity, except in cases where the bond has been executed by the Surety Company before the closing date, and a delay in delivery has been the only irregularity.

The "one exception" referred to above was a recent case wherein the deposit was prepared and submitted several hours after the closing time. If a satisfactory alternative tender had been submitted, the Law Department would have recommended rejection. Unfortunately, in that instance, no satisfactory alternative was offered, so prudence dictated that we make an exception and accept the low bid with its late deposit.

In the case of the tender now under consideration, the Purchasing Division telephoned Sign-Ads to determine why they had not submitted the required bid deposit, and the President of Sign-Ads has submitted a letter of explanation wherein he states that he is the only signing officer for the firm, and he was not available to sign a cheque the latter part of the week preceding the opening, and was unable to obtain a certified cheque on time on the day of the opening because the bank did not open until 10 A.M. He is prepared to provide the certified cheque if his bid is successful.

In our judgment, Sign-Ads explanation is somewhat weak because he could have signed a cheque earlier in the preceding week; however, we believe that the dramatic difference in cost between Sign-Ads' bid and the next bidder forces us to take a serious look at the low bid, i.e. - the next bidder (Seaboard Advertising), is approximately \$6,700 higher than the low bid. The approximate differences in price are 69% if 500 Banners are purchased and 84% if 600 Banners are purchased; the percentage differences arise because Seaboard tendered a higher unit price for the lower quantities, whereas Sign-Ads tendered the same unit price for both quantities.

For years we have had no serious problems with Bid Bonds, with the exception of the subject tender and the one other exception referred to above. It is true that a number of firms have failed to provide bid bonds in past years, but in virtually every other instance it has been practical to reject the bids because they were either from an unsatisfactory supplier, their prices were high, or the next low bidder was reasonably close in price. With the two exceptions, however, there have been substantial differences in price, and the low bidders were satisfactory suppliers.

Re: Decorative Street Banners - Tender No. 10-77-1

This case is particularly difficult because Seaboard Advertising has been the successful contractor for the past two years, and they did a good job. Also, the Product Manager for Seaboard Advertising has submitted a letter reminding us of their proven record of performance and expressing their concern that the contract may be awarded to a firm which failed to provide a Bid Bond with their tender.

In spite of the foregoing complexities, we believe the interests of the City would be best served by making the award to the low bidder, and accepting their late bid deposit.

One of the reasons for recommending acceptance of the low bid is based on the historical price pattern. Seaboard's prices, this year, appear to be excessive. An exact comparison cannot be made from year to year because the complexity of designs, the number of colours used and the difficulty of registration all have a bearing on cost, so there is usually a range of prices for different designs in any given year. However, a review of prices over the past few years gives a reasonable indication of what the price range should be. A review follows:

<u>YEAR</u>	<u>PRICE RANGE PER BANNER</u>
1971	\$ 6.70 to \$ 6.95
1972	7.40 to 7.85
1973	9.95 to 15.75
1974	11.50 to 12.00
1975	15.75 for all
1976	19.77 to 33.88

It will be noted that the top of the range for 1976 was very high. This occurred because some very complex designs were commissioned for use in conjunction with the Habitat Conference and cannot be considered typical. The Electrical Division of the Engineering Department, which is responsible for banner specifications, considers that the complexity of the banners at the lower end of the 1976 range compare favourably with the banners now under consideration.

The unit prices now under consideration are:

Sign-Ads (B.C) Ltd. - \$16.18 each

Seaboard Advertising - \$27.33 each if approximately 600 are purchased or
\$29.75 each if approximately 500 are purchased.

It should be noted that the material, which is worth approximately \$3.00 per banner, is being supplied by the City this year, whereas, in previous years it was supplied by the banner contractor. Approximately \$3.00 per banner must, therefore, be added to the prices shown for Sign-Ads and Seaboard in order to compare them with previous years.

Another reason for recommending the low bid is, there are not sufficient funds available if the banners are purchased from Seaboard.

A sum of \$25,000 has been provided in the Summer Decorations budget and \$12,800 of this amount has been allocated for the manufacture and sewing of banners. We were uncertain, at the time of tendering, the size of program which could be undertaken with the funds available, so the tender document stated the quantities desired for an optimum program (602 banners) and the quantity required for a minimum program (494 banners), and advised the tenderers that exact quantities could not be determined until tenders had been evaluated. An evaluation follows:

....3.

Re: Decorative Street Banners - Tender No. 10-77-1

		<u>Optimum Program</u> <u>(602 Banners)</u>	<u>Minimum Program</u> <u>(494 Banners)</u>
Sign-Ads	-	\$ 9,740.36	\$ 7,992.92
Seaboard	-	\$ 16,452.66	\$ 14,696.50

It can be seen from the above that Sign-Ads can provide for the optimum program with money to spare, but if the award is made to Seaboard an additional \$3,652.55 will be required for the optimum program or \$1896.60 for the minimum program. The minimum program would require the deletion of decorations on Burrard Street from Davie St. to Hastings St. plus 2 blocks on Georgia Street.

We believe there are three possible courses of action. We recommend Option 1 - however, Council may wish to consider the other two options, i.e. -

OPTIONS

1. Accept a late bid deposit and award the contracts to Sign-Ads (B.C.) Ltd. for 602 banners at a total cost of \$9,740.36.
2. Authorize additional funds of \$3652.00 and award the contract to Seaboard Advertising Co. for 602 banners at a total cost of \$16,452.66.
3. Authorize additional funds of \$1896.00 and award the contract to Seaboard Advertising Co. for 494 banners at a total cost of \$14,696.50.

The Director of Finance advises that the additional funds are available from contingency reserve.

This matter has been referred to Council because, under normal circumstance, failure to supply a bid bond would be considered a major irregularity. Acceptance of a bid which failed to meet a bonding requirement would seriously weaken the integrity of our bidding system.

However, the City Purchasing Agent with the concurrence of the Law Department, is forwarding a separate report recommending that bid bonds be no longer required for certain classes of contracts and, if this recommendation is approved, it will justify acceptance of the low bid referred to above and will eliminate this type of problem in the future. "

The City Manager RECOMMENDS approval of Option 1 contained in the foregoing report of the Purchasing Agent and City Engineer.

FOR COUNCIL ACTION SEE PAGE(S) 12

E

MANAGER'S REPORT

May 6, 1977

TO: Vancouver City Council

CLASSIFICATION: Recommendation

SUBJECT: Sale of Industrial Site
West side Skeena, North of Grandview Highway

The Supervisor of Properties reports as follows:

"The following offer to purchase has been received by the Supervisor of Properties as a result of the City's call for tenders advertised under the authority of the Property Endowment Fund Board. The offer is considered to be favourable to the City and is hereby recommended for acceptance.

Lot 1 (exp. Plan 4374), except Parcel A
(ref. Plan 6919), Block 4, South $\frac{1}{2}$
Section 38 T.H.S.L., Plan 9100

Zoned M-2

<u>NAME</u>	<u>APPROX. SIZE</u>	<u>SALE PRICE</u>	<u>TERMS</u>
Hyatt Construction Corp.	33,330 sq. ft.	\$210,000.00	City Terms @ 11%

CONDITION OF SALE

Purchaser required to
enter into a bulkhead
agreement

The City Manager RECOMMENDS that the foregoing offer to purchase, being the highest offer received and one favourable to the City, be accepted and approved under the terms and conditions set down by Council.

FOR COUNCIL ACTION SEE PAGE(S) 13

MANAGER'S REPORT

May 9, 1977

TO: Vancouver City Council

SUBJECT: Orpheum Bar Service Contract

CLASSIFICATION: RECOMMENDATION

The Director of Finance reports as follows:

"The Civic Theatre Manager has requested authority to enter into an interim agreement to provide bar service at The Orpheum.

The interim agreement would be dated April 2, 1977, and would be with Elrose Holdings Ltd. who are presently providing the services and have not been paid to date.

Due to the rush of opening The Orpheum, the Theatre Manager made an arrangement with the above to provide the service. Council approval is requested to finalize this interim arrangement.

It is therefore recommended that an interim agreement to provide bar services at The Orpheum be made with Elrose Holdings Ltd., satisfactory to the Civic Theatre Manager, the Director of Finance and the Director of Legal Services. The agreement to be temporary, pending completion of formal tenders.

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Finance be approved.

FOR COUNCIL ACTION SEE PAGE(S) 13

DISTRIBUTED TUESDAY

G

MANAGER'S REPORT

May 10, 1977

TO: Vancouver City Council

CLASSIFICATION: Recommendation

SUBJECT: Sale of City Property - North side of
the 1400 block East 14th Avenue to Coast
Foundation Society

The Supervisor of Properties reports as follows:

"Reference is made to Planning Department report dated February 19, 1976 which went to the Standing Committee on Housing and Environment on March 11, 1976 and which was approved by City Council on March 23, 1976.

The Standing Committee on Housing and Environment recommended that the City sell Lots 5 to 7, Subdivision D, Block 171, D.L. 264A to Coast Foundation Society subject to:

- a) Price agreed upon by the City
- b) Obtaining a Development Permit
- c) Consolidation of property
- d) Entering into necessary agreements with respect to easement bulkheads, etc.
- e) Entering into agreement providing an option to the City to repurchase at originally agreed price, if development does not commence within two years of the date of sale; the date of sale being the date Council approves the purchase price.

It is noted that the three lots measure 99 feet X 122 feet and are zoned RT-2. Lot 5 which has a twenty foot utility easement running down the middle containing a 102" concrete sewer which would require additional foundation costs of approximately \$13,104.00 which has been allowed for in the price.

Following negotiations with the representative of the Coast Foundation Society, they are prepared to pay the sum of \$88,896.00 for said lots 5 to 7 and have also agreed to all other conditions of the sale. This price is considered to be realistic and represents market value in the area.

Recommended that the Supervisor of Properties be authorized to sell Lots 5 to 7, Subdivision D, Block 171, D.L. 264A to Coast Foundation Society for the sum of \$88,896.00 subject to the recommendation of the Standing Committee on Housing and Environment of March 11, 1976 approved by City Council on March 23, 1976."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

FOR COUNCIL ACTION SEE PAGE(S) 13

PART
REPORT TO COUNCIL

I

STANDING COMMITTEE OF COUNCIL
ON PLANNING AND DEVELOPMENT

APRIL 21, 1977

A meeting of the Standing Committee of Council on Planning and Development was held in the No. 2 Committee Room, Third Floor, City Hall, on Thursday, April 21, 1977, commencing at 12.30 p.m.

PRESENT: Alderman Harcourt (Chairman)
Alderman Brown,
Alderman Gibson,
Alderman Kennedy (portion of Item 1 only)
Alderman Puil.

CLERK TO
THE COMMITTEE: M.L. Cross.

1. D.P.A. # 75824 (1247 West 7th Avenue) and
Discussion of FM-1 Zoning - Fairview Slopes.

The Committee considered a report dated April 12, 1977, (on file in City Clerk's office) which the City Manager submitted for Information. In the report the Director of Planning and the Director of Permits and Licenses noted that Mr. T. Heyerdahl, on behalf of Creative Community Developments, filed a development permit application on November 1, 1976, to alter a multiple conversion dwelling to provide two dwelling units plus office facilities. The application was approved November 29, 1976, subject to various conditions, one being:

"- The north 10' of the site (Lot W $\frac{1}{2}$ 15, Blk.293, D.L.526) is to be first dedicated to the City for future lane purposes, to the satisfaction of the City Engineer"

The report also stated that the Department of Permits and Licenses advised Mr. Heyerdahl during the processing of the permit that because the building is non-conforming with the Vancouver Building By-law Regulations, the development could not be granted a Building Permit unless it was first approved by the Building Board of Appeal.

If a building complies with the Building By-law or if alterations will make a non-conforming building comply with Building By-law requirements, they would not be non-conforming buildings and would not require the approval of the Building Board of Appeal. If a non-conforming building will continue to be non-conforming and the proposed work will be more than twice the assessed value of the building, such work requires prior approval of the Building Board of Appeal.

Where there is a change of occupancy proposed for a non-conforming building, the By-law requires that such building be made to comply. If the non-conformity continues, and the proposed work does not make the building conform, as in the case of 1247 West 7th, prior approval of the Building Board of Appeal is required.

Cont'd.....

Report to Council,
Standing Committee of Council
on Planning and Development,
April 21, 1977

(I - 2)

Clause #1 continued

Mr. T. Heyerdahl submitted a brief dated April 8, 1977, (on file in the City Clerk's office) expressing his concerns about the following specific problems facing developers trying to achieve the City's objectives under the FM-1 schedule to preserve older houses, most of which are non-conforming, so as to retain the general character of the area:

- a) lane dedication and the City's interpretation that 'development' means change of use or any construction.
- b) strict adherence to the Building Code requiring developers of non-conforming buildings to go to Board of Appeal if the improvements exceed twice the assessed value.
- c) no relaxations of National Building Codes, Engineering or parking requirements.

With respect to this 10' lane dedication, Mr. Spaxman advised that the question of lane dedication in Fairview Slopes is an item on the Department's work programme which will be reported to the Committee at a later date. The FM-1 Fairview Multiple Dwelling District Schedule states:

- '1. Dedication of Land for Lane Development
Applications for development of a site which does not abut a lane shall be required to dedicate to the City up to a maximum of 10 feet at the rear of the site for lane purposes, as determined by the City Engineer.'

Mr. Spaxman stated that, at present, if a whole site is redeveloped for the maximum density, the developer must dedicate a 10' strip at the rear of the site for lane purposes. The density that would be allowed for the 10' strip is added to the density for the remainder of the site. However, if a developer changes the use of a building or makes alterations to a building, he is required to dedicate a 10' strip at the rear of the site and the density is based on the site area remaining after the 10' strip has been dedicated.

The outcome of the pending study may be that the Planning Department will amend the by-law to increase the permitted density in the Fairview Slopes by 10% and every site which does not abut a lane will be required to dedicate to the City up to a maximum of 10' at the rear of the site, whether or not any development occurs.

Mr. R. Hebert, Assistant Director, Permits and Licenses and City Building Inspector, stated that the requirements of the Building By-law have, in effect, been relaxed by the creation of the Board of Appeal. In answer to a question with respect to changing the requirements that improvements over 2/3 of the assessed value have to go to the Board of Appeal, Mr. Hebert suggested that the Building By-law be amended to reflect the assessed value to be 100% of assessment.

With respect to parking requirements, Mr. Spaxman indicated that these were being relaxed, after advice from the City Engineer, each development being based on its own particular circumstances.

Mr. Heyerdahl stated that the rezoning from CRM-2 to FM-1 reduces the commercial use in an old structure from 100% to 50% and new construction on 7th Avenue from 50% to 15% commercial. This is not economically feasible as far as new construction is concerned and makes retention of an existing structure a questionable economic venture.

cont'd.....

Report to Council
 Standing Committee of Council
 on Planning and Development
 April 21, 1977.

Clause #1 continued

(I - 3)

Mr. C. Flavelle, a member of the Fairview Planning Committee, stated that the Planning Committee recommended 100% commercial, but the FM-1 Zoning allows only 50% of the floor area to be commercial use. Building code requirements to accomplish commercial use are destroying the residential quality the Planning Department is trying to encourage. Mr. Flavelle submitted a letter to the Chairman and Members (copy circulated)

The Committee felt that the Director of Planning should re-examine the amount of floor area that could be used for commercial in existing structures.

With respect to the length of time necessary to apply for development and building permit applications, and then go to the Board of Appeal, it was suggested that applicants knowing they have to go to the Board of Appeal be advised to start the Appeal Board process at the same time as the development and building permit applications are being processed.

After a lengthy discussion, the Committee

RECOMMENDED

- A. THAT the Director of Planning and Director of Legal Services be instructed to take into consideration in their report on policy for lane dedications, the fact that the Committee favours an overall density increase for Fairview Slopes, with every site which does not abut a lane, dedicating up to a maximum of 10' for lane purposes, and no subsequent density increase at the time of lane dedication.
- B. THAT Development Permit Application # 75824 not be held up pending a City-wide policy on lane dedication, but the applicant be requested to consider dedicating a 10' easement to the City with an option to purchase at a later date.
- C. THAT the Director of Legal Services prepare an amendment to the Building By-law to reflect "assessed value" as being 100% of assessment.
- D. THAT the Director of Planning reconsider the amount of floor area to be allowed in the FM-1 Schedule for commercial use.

(Alderman Kennedy and Alderman Puil left the meeting during discussion of the above item and were not present for the recommendations.)

2. Design Guidelines - Surface Parking - Downtown District.

The Committee considered a report of the City Manager, dated April 11, 1977, (copy circulated) in which the Director of Planning advised that the Planning Department, in consultation with the Engineering and Social Planning Departments, has prepared Detailed Design Guidelines dealing with proposed changes to the existing controls and guidelines for surface parking, particularly temporary parking lots. (Appendix B - City Manager's report on file in City Clerk's office)

Cont'd.....

Report to Council
 Standing Committee of Council
 on Planning and Development.
 April 21, 1977.

(I - 4)

Clause #2 continued

The Proposed Changes:

Identify areas within the Downtown District where no temporary surface parking should be allowed. This includes areas with special needs such as maintaining retail/pedestrian continuity.

Identify certain streets (not in above areas) where vehicular access from temporary surface parking lots should be discouraged.

Provide new detailed design guidelines setting out desired development standards for surface parking lots.

Draft detailed design guidelines were sent to various parking lot owners/operators for comment.

In December 1976, a brief from the newly-formed Vancouver Parking Association was presented to Council for information. City staff and a committee of the Association have met several times to discuss both general parking policies and the specific design guidelines.

The design guidelines have been amended to incorporate many suggestions by Association members and are acceptable to this Association. While they are intended for the Downtown District it is proposed that the guidelines be adopted as policy for the Central Area.

The existing planning policies for the Downtown District should now include a map (Map 8 - copy circulated) which identifies an area comprising 45% of the Downtown District where no surface parking lots should be allowed and identifies other streets where vehicular street access should be discouraged for parking areas, temporary or accessory.

The Committee

RECOMMENDED

- A. THAT Map 8, indicated as Appendix A in the City Manager's report dated April 11, 1977, be approved as part of the Planning Policy for the Downtown District.
- B. THAT the "Design Guidelines for Surface Parking Lots", indicated as Appendix B in the City Manager's report dated April 11, 1977, be approved as Planning Guidelines both for the Downtown District and the other districts of the Central Area.

3. Convention Centre/Exhibit Hall Feasibility Study.

The Committee considered a report of the City Manager, dated April 13, 1977, (copy circulated) in which the Director of Planning advises that the purpose of the report is to assist Committee and Council in possible future discussions of the Convention Centre/Exhibit Hall proposal.

In August 1976, a feasibility study, prepared by F. Rex Werts Ltd., and the Sussex Group for the B.C. Department of Travel Industry, was presented to the Finance and Administration Committee. The Committee made no recommendations to Council but suggested that a critical analysis of the Study should be carried out by

Cont'd.....

Report to Council
 Standing Committee of Council
 on Planning and Development
 April 21, 1977.

(I - 5)

Clause #3 continued

the City (Appendix to City Manager's report dated April 13, 1977)

The report details two City perspectives - a large scale development project not involving the City's financial participation, or a public investment opportunity.

The Chairman noted a memorandum dated April 21, 1977, from the Mayor (copy circulated) suggesting that the report was premature and that the Minister of Recreation and Travel would be contacting the City to make a further presentation. The Mayor recommended that the report be received by the Committee for information.

Mr. R. Spaxman, Director of Planning stated that the report was intended to provide Council members with an analysis of the information provided to date and he recommended that there be no decision on any proposal for a Convention Centre/Exhibit Hall based on the information supplied to date.

The Committee

RECOMMENDED

- A. THAT Council make no decision on a Convention Centre/ Exhibit Hall proposal on the basis of the information and analysis supplied to date.
- B. THAT further study by the City not be undertaken until a firmer, more detailed proposal is submitted.
- C. THAT Council seek discussion among the parties concerned about the need for a convention facility, and about the type of facility which would meet the region's need and goals and which would complement existing facilities.

The Meeting adjourned at approximately 4:30 P.M.

* * * * *

FOR COUNCIL ACTION SEE PAGE(S) 13

REPORT TO COUNCIL
STANDING COMMITTEE OF COUNCIL
ON COMMUNITY SERVICES

II

APRIL 21, 1977

A meeting of the Standing Committee of Council on Community Services was held on Thursday, April 21, 1977, in Committee Room No. 1, Third Floor, City Hall, at approximately 1:30 P.M.

PRESENT: Alderman Rankin
Alderman Bellamy
Alderman Ford
Alderman Gerard (Clauses 2 to 4)
Alderman Marzari

COMMITTEE CLERK: H. Dickson

The Minutes of the Community Services Committee meeting of Thursday, March 31, 1977, were adopted.

INFORMATION

1. Requests for Surplus City Furniture and Equipment

a) The Committee had before it for consideration a form (copy circulated) in which the Director of Social Planning recommended the Committee approve the sale of surplus furniture and equipment valued at \$425.00 to Rape Relief for \$45.48.

Under procedures approved by the City Council on April 23, 1975, the Committee has authority to approve the sale of surplus City furniture and equipment to non-profit organizations for \$10.00 or 10% of auction value.

Following discussion, it was

RESOLVED

THAT the request of Rape Relief for surplus City furniture and equipment valued at \$425.00 be approved and the furniture and equipment be sold to the organization for \$45.48.

b) The Committee had before it for consideration a form (copy circulated) in which the Director of Social Planning recommended approval of the sale of surplus City furniture and equipment valued at \$757.00 to the Community Planning Association of Canada for \$81.00.

Following discussion, it was

RESOLVED

THAT the Committee approve the request of the Community Planning Association of Canada for surplus City furniture and equipment valued at \$757.00 and the furniture and equipment be sold to the organization for \$81.00.

Continued

Report to Council
 Standing Committee of Council on Community Services
 April 21, 1977

(II - 2)

RECOMMENDATION

2. Hardship Cases

Vancouver City Council, at its meeting on April 5, 1977, when considering a Manager's Report dated April 1, 1977 (copy circulated) passed the following motion:

"THAT this clause be referred to the Standing Committee on Community Services for consideration and report."

Appearing before the Committee on this matter was the Director of Permits & Licenses.

It was noted in the Manager's Report that the Director of Permits & Licenses recommended revised guidelines for considering hardship cases and that Council delegate to the Community Services Committee authority to decide on appeals from the Hardship Committee regarding illegal suites.

The Director of Permits & Licenses reviewed the report for the Committee, pointing out that the scale of income levels on page 4 is as of January 1, 1977, and that this scale will be revised annually.

The Director of Permits & Licenses drew the Committee's attention particularly to the third paragraph on page 2, which pointed out the Hardship Committee is of the opinion that the original intent of Council's action on this matter is being lost over the years and that Council's leniency in considering hardship cases has resulted in hardship applicants increasingly comprising a much broader cross section of the population than the criteria originally intended to serve. It was also noted the Hardship Committee has experienced problems with the accuracy of financial information submitted by hardship case applicants.

The Director of Permits & Licenses pointed out that he is recommending adoption of Option No. 4, but he also requested approval of the last line of the first paragraph on page 3 that "the Hardship Committee could request selected applicants to meet and discuss their application in more detail".

The Director of Permits & Licenses also submitted to the Committee copies of a new hardship application form (Appendix 2) and pointed out the new form asks more questions than the previous form and that it has been approved by the Director of Legal Services.

The Director of Permits & Licenses requested that the Committee recommend Council approve this new application form and give him permission to make minor adjustments in the form as experience may dictate.

During consideration of this matter, some concern was expressed about a requirement in paragraph (B) of Option No. 4, that an owner shall have lived on the property for a minimum of two years to be considered under the hardship process.

It was felt that many young couples, in order to meet mortgage payments on a new house, must have a suite in the basement, and that this requirement might result in a tendency for such persons to not report the existence of such suites.

However, the Director of Permits & Licenses replied that his department would be aware of the existence of these suites.

Continued

Clause No. 2 Continued

The observation was also made by the Committee that only those persons who have enough nerve to have an illegal suite are given consideration by the hardship process and that the larger segment of the population simply would not develop an illegal suite in their home.

Some concern was also expressed over Item No. 5 of Section (C) in Option No. 4, which states that an individual or couple 60 years of age or older who are tenants in a suite are eligible for hardship consideration. However, it was pointed out this does not mean that being over 60 years of age is necessarily a hardship; rather, that such persons are merely eligible for consideration.

Concern was also expressed by the Committee that hardship applications should possibly be dealt with "In Camera" as information pertaining to an individual's income and health is provided in the hardship application and that this information possibly should not be discussed in public. It was suggested that information regarding an applicant's income and health could be circulated and marked "confidential".

It was the opinion of the Committee that City Council should remain as the appeal body for hardship applications.

Following discussion, it was

RECOMMENDED

- A. THAT the Hardship Committee be authorized to request selected applicants to meet with the Hardship Committee to discuss their application in more detail.
- B. THAT the requirement that the owner shall have lived on the property for a minimum of two years to be eligible for hardship consideration be deleted.
- C. THAT any appeals on the decision of the Hardship Committee be heard by Council.
- D. THAT Council approve the following revised guidelines for considering hardship cases:
 - The Hardship Committee would consider each application on its individual merits in accordance with the new applicable criteria.
 - A distinction between TENANTS and OWNERS making application as a Hardship Case be made on the following basis:
 - a) When a TENANT has his Hardship Application approved, the OWNER will be required to make the living accommodation for which the application is made comply with Building, Plumbing and Electrical By-law requirements on the understanding that the issuance of any Permit does not legalize a separate dwelling or housekeeping unit.
 - b) When an OWNER applies for hardship consideration, it will be a prerequisite that the Building, Plumbing and Electrical By-law requirements be complied with as in (a) on the understanding that the issuance of any Permit does not legalize a separate dwelling or housekeeping unit.

Continued

Clause No. 2 Continued

- c) The following groups of TENANTS shall be eligible for consideration of permission to use an illegal housing unit because of hardship consideration:
- i) A single student whose income is below the applicable figure in the Table in Guideline (e) in the year for which the application is made.
 - ii) A married student whose combined income is below the applicable figure in the Table in Guideline (e) in the year for which the application is made.
 - iii) An individual, couple or family whose income is below the applicable figure in the Table in Guideline (e) in the year in which the application is made.
 - iv) An individual, whether single or married, who is temporarily unemployed.
 - v) An individual or couple 60 years of age or older.
 - vi) A physically handicapped person.
 - vii) A person whose personal health, whether physical or emotional, could in the judgment of a qualified professional be at risk.
- d) The following groups of OWNERS shall be eligible for consideration of permission to use or permit the use of an illegal housing unit because of the hardship it could create if the unit were removed in conformation with existing zoning regulations:
- i) A person or persons 60 years of age or older.
 - ii) A person who, for verifiable health reasons, has had his/her normal income disrupted.
 - iii) A person who, for verifiable reasons, has had his/her normal source of income disrupted and/or reduced so as to create a personal hardship.
- e) The following income guidelines from Statistics Canada be used as a basis upon which to judge the merits of a Hardship Application:

LOW INCOME CUT-OFFS ADJUSTED FOR REGIONAL DIFFERENCES AND UPDATED TO JANUARY 1977

<u>Number of Persons in Household</u>	<u>Income Level</u>
1	4,475
2	6,446
3	8,226
4	9,782
5	10,932
6	12,003
7 +	13,157

And that these figures be reviewed and updated annually.

Continued. . . .

Report to Council
 Standing Committee of Council on Community Services
 April 21, 1977

(II - 5)

Clause No. 2 Continued

- E. THAT the revised Hardship Application form (Appendix 2) be approved by Council, and the Director of Permits & Licenses be authorized to make minor adjustments to the form as experience dictates.

INFORMATION

3. Welfare Rates for Single Persons

The Committee, at its meeting on March 31, 1977, recommended

"THAT the City Manager prepare for the Community Services Committee a typical monthly budget for a single unemployed person on welfare and that this budget form the basis for a submission by the City to the Minister of Human Resources for an increase in welfare rates for single unemployed persons."

This recommendation was approved by City Council on April 19, 1977.

The Committee had before it for consideration a Manager's Report dated April 18, 1977 (copy circulated) in which the Director of Social Planning reported on current welfare rates and the cost of living and concluded that the rate of \$160.00 a month for single welfare recipients is inadequate and merits review by the Department of Human Resources for an increase.

Also before the Committee for consideration was a letter dated April 5, 1977 from the Secretary of the Downtown Eastside Residents' Association which included a copy of their submission which was given to the Provincial Cabinet earlier this year urging increases in welfare rates.

Appearing before the Committee on this matter were the Senior Social Planner and a spokesman from the Downtown Eastside Residents' Association.

Speaking to the Manager's Report, the Senior Social Planner pointed out there were 15,659 single persons on welfare as of March 31, 1977, and that the amount they received is approximately 125% less than the annual income of \$4475.00 used to judge the merits of a rental hardship case.

It was noted in the report that paying only the average minimum rent in the City and paying for a balanced diet leaves a single person in debt \$14.14 a month without having paid his Hydro bill, bought dishes from which to eat, a bed on which to sleep, clothing or medical coverage, ridden a bus, bought a pack of cigarettes or gone to a movie.

The Committee was advised that the current rate of \$160.00 a month was set in June 1974, and that since that time, the cost of living has increased 24.7%.

The Committee agreed that welfare rates should be increased regularly and that the Minister of Human Resources should be urged to consider increasing these rates.

Continued

Report to Council
 Standing Committee of Council on Community Services
 April 21, 1977

(II - 6)

Clause No. 3 Continued

Following consideration, it was

AGREED

THAT the Mayor be requested to submit to the Minister of Human Resources at the Thursday, April 28th meeting of the Provincial Cabinet at Vancouver City Hall the following recommendations:

- a) An immediate increase in income assistance for handicapped people and people between 60 to 64 years of age to a minimum of \$284.00 per month from the present \$265.00.
- b) An immediate increase in income assistance rates for singles and couples to \$230.00 and \$340.00 per month, respectively.
- c) Tie income assistance rates to the consumer price index.
- d) Immediately make all persons in receipt of income assistance eligible for 100% shelter and utility overages.
- e) Immediately eliminate the four months waiting period for increased basic rates of income assistance.
- f) Immediately increase the comfort allowances for persons in institutions and extended care facilities who need it.

4. Appointment to "Users" Committee of Family Court

Distributed at the meeting were copies of a letter dated April 13, 1977 (copy circulated) from Mr. M. J. Horton, Assistant Administrator of the Family Court, requesting that the Community Services Committee recommend that a representative of the City's Family Court Committee attend the monthly "Users" Committee meeting.

Following brief discussion, it was

RECOMMENDED

THAT the Chairman of the Family Court Committee, after discussing this matter with his Committee, appoint a member of the Family Court Committee to attend the monthly meetings of the "Users" Committee of the Family and Juvenile Court.

The meeting adjourned at approximately 2:50 P.M.

FOR COUNCIL ACTION SEE PAGE(S) 13

III

REPORT TO COUNCILSTANDING COMMITTEE OF COUNCIL
ON
TRANSPORTATION

April 28, 1977

A meeting of the Standing Committee of Council on Transportation was held on Thursday, April 28, 1977, at approximately 3:40 p.m., in the No. 1 Committee Room, third floor, City Hall.

PRESENT: Alderman W. Kennedy, Chairman
Alderman D. Bellamy
Alderman M. Ford
Alderman M. Harcourt
Alderman H. Rankin

CLERK: J. Thomas

The Minutes of the meeting of March 31, 1977, were adopted.

RECOMMENDATION:1. Burrard Inlet Ferry and Bus Route Changes

The Committee had for consideration a Manager's Report dated April 19, 1977 (circulated) wherein the City Engineer reported on changes to existing transit routes necessitated by the introduction of the B.C. Government Burrard Inlet Ferry Service planned to commence on June 17, 1977, to link downtown Vancouver, in the vicinity of the C.P.R. Station, with North Vancouver at the foot of Lonsdale Avenue.

Representatives of the Provincial Government Bureau of Transit Services, and B.C. Hydro were present for the discussion.

Mr. R.G. Gascoyne, Assistant City Engineer, reviewed the report with the Committee and outlined the ferry service schedule; the proposed transit changes involving the introduction of two new routes, and the revision of five existing routes utilizing the Granville Mall. Mr. Gascoyne also advised three new bus stop approvals would be required.

The City Engineer, in the Manager's Report, stated the bus route and scheduling program, developed by the Provincial Government in consultation with City Engineering staff, was considered an essential element in the success of the new ferry service, which would be dependent on the availability of good transit connections at both ends of the terminal. In addition to providing these services, the proposed transit changes were also developed with two other benefiting objectives in mind, namely - a) to improve transit coverage in the Central Business District of Vancouver; b) to minimize disruption of existing transit users.

Mr. Gascoyne advised he was concerned about the structural inadequacy of underground areaways extending under the northerly two traffic lanes in front of the C.P.R. Station on Cordova Street. The curbside lane, on C.P.R. property, is used by the City through an agreement with C.P.R., Marathon Realty, and Project 200 Investments Limited. The other lane, although supported by an areaway, is on City property. On several occasions the City had voiced its concern to the Provincial Government about the structural inadequacy of the areaways and on April 15, 1977, the City received from the Province copy of a report prepared by consultants for Marathon Realty indicating the existing areaways, with certain structural modifications, would adequately support fully loaded Hydro buses. Provincial Government authorities had further indicated the remedial work was presently being scheduled and would be completed before the introduction of the ferry service.

The Assistant City Engineer advised it was felt Council should not approve the bus route and bus stop proposals until an agreement satisfactory to the City had been drawn up between the City, B.C. Government, C.P.R., and, if necessary, both Project 200 Investments Limited and Marathon Realty to cover the encroachment, right-of-way, and repair issues arising from the sub-standard areaways.

Cont'd . . .

Report to Council
Standing Committee of Council
on Transportation
April 28, 1977 III - 2

Clause 1 Cont'd

Mr. L. Miller, Transit Services Division, advised the Committee it was estimated the remedial work to the areaways would take twenty-seven days. He confirmed it should be completed before the ferry service went into operation.

Mr. V. Sharman, Manager, Planning and Scheduling Division, B.C. Hydro, gave an assurance that Hydro would not operate buses on the north side of Cordova Street until work on the areaways had been satisfactorily concluded.

During discussion the Committee agreed approval for the transit changes should be withheld until the execution of an agreement satisfactory to the City.

It was

RECOMMENDED,

THAT Recommendations 1, 2, and 3 contained in the Manager's Report dated April 19, 1977, be approved.

2. Arthur Laing Bridge - Commuter Use

On March 11, 1976, after hearing a presentation from the Mayor and representatives of Richmond Municipal Council on future use of the Arthur Laing Bridge, the Standing Committee on Planning and Development resolved:

"THAT after the results of the study being carried out by the Technical Committee under the auspices of the Ministry of Transport are known, and the Director of Planning has had an opportunity to review the effects on the Marpole area of the City, a further joint meeting of the representatives of the Richmond and Vancouver Councils be held."

The Committee had for consideration a Manager's Report dated April 22, 1977, (circulated) in which the City Engineer assessed the Technical Committee's findings and reviewed traffic problems past, present, and future associated with the three major crossings over the North Arm of the Fraser River, namely the Laing, Oak Street, and Knight Street Bridges.

In the report, the City Engineer noted by 1986 daily traffic volume on the three bridges was expected to increase from 130,000 vehicles to 170,000 under the G.V.R.D.'s managed growth program, but to 190,000 vehicles if trend conditions prevailed.

In his six point summary of conclusions, the City Engineer noted:

- "1. The optimum arrangement to balance vehicle volumes on the bridges is to open Laing/Dinsmore to Richmond commuters by providing direct ramps on Sea Island and twinning the Dinsmore Bridge. In principle, this is the arrangement favoured by Richmond.
- 2. From the Vancouver arterial street point of view, the arrangement described in 1 above would reduce traffic congestion on Oak Street, but would increase traffic congestion on Granville Street. To a certain degree, the opening of the Laing Bridge would make it easier for vehicle volume growth.
- 3. From the transit point of view and the balance of person trips on the bridges, the optimum arrangement is to leave the street/bridge system as is and to divert Richmond-Vancouver bus routes now using Oak Street Bridge via Dinsmore/Laing/Granville. The transit authority favours this approach. From the City's point of view, Granville Street is a superior

Report to Council
 Standing Committee of Council
 on Transportation

April 28, 1977 III - 3

Clause 2 Cont'd

transit route to Oak Street and connects directly to Granville Mall, which is a transit only Mall.

4. From the Federal Government point of view, leaving the bridge as is keeps access from Vancouver to the Airport at a better level than if Laing Bridge were open to commuters. To some extent, this is also favourable to the City of Vancouver since good access to the Airport contributes to the economic well-being of the City.
5. The Provincial Government Technical staff favour retaining Laing Bridge as a non-commuter bridge.
6. The GVRD Technical staff favour retaining Laing Bridge as a non-commuter bridge since it is favourable to transit and discourages automobile travel which is an objective of the Livable Region Plan."

Mr. R.G. Gascoyne, Assistant City Engineer, reviewed the report with the Committee and with the aid of charts demonstrated traffic volume growth from 1971 on the Oak, Knight, Laing, and Fraser Bridges. He indicated traffic oriented problems that could be expected in the South Granville area if commuter use of the Laing Bridge was approved. Mr. Gascoyne also advised the Technical Committee's report was being presented simultaneously to Richmond Council.

During discussion reference was made to the fact the G.V.R.D., Federal Government, and Provincial Bureau of Transit all agreed the Laing Bridge should not be opened to commuter traffic, but that buses presently using the Oak Street Bridge could be diverted to the Laing Bridge. The Municipality of Richmond was the only proponent for opening the Laing Bridge for commuter use.

It was pointed out Marpole residents had expressed concern that increased traffic volume on the Laing Bridge would have a detrimental effect on their area and the Committee agreed to invite a delegation to make a submission to Council following a joint meeting between Vancouver and Richmond Councils.

It was

RECOMMENDED,

- A. THAT a joint meeting of Vancouver and Richmond Councils be held to discuss Richmond Municipality's proposal that the Arthur Laing Bridge be opened as an alternate commuter route to Vancouver; and that the City of Vancouver adopt the following position:
 - 1) That the Arthur Laing Bridge remain closed to commuter traffic;
 - 2) That public transit presently using the Oak Street Bridge be rerouted to the Arthur Laing Bridge.
- B. THAT City Council hold a public meeting following the joint meeting between Vancouver and Richmond Councils.

3. Identification of Tow Trucks

In a Manager's Report dated April 19, 1977, considered by the Committee, the Director of Permits and Licenses reported as follows:

"It has been brought to my attention that some licensed tow trucks do not have their company name printed on the vehicle. There is no provision in the Vehicles for Hire By-law to require the name to be printed on the truck but in the past all tow truck owners had the company name painted on both doors.

Cont'd . . .

Report to Council
 Standing Committee of Council
 on Transportation
 April 28, 1977

III - 4

Clause 3 Cont'd

If the name of the towing company is not on the truck, the following problems could result:

1. The owner of the vehicle which has been towed away would not know which company was involved.
2. Vehicles could be picked up by a tow truck and it would be difficult, if not impossible, to trace the whereabouts of the towed vehicle.

I therefore RECOMMEND that the Vehicles for Hire By-law be amended to require the owners of tow trucks to have the company name painted on the doors in letters not less than 4" high."

Following discussion, it was

RECOMMENDED,

THAT the Vehicles for Hire By-law be amended as recommended in the Manager's Report dated April 19, 1977, and that the Director of Legal Services be instructed to bring forward the necessary amending by-law.

4. Bus Shelters

City Council on February 22, 1977, when considering a report on proposals for a commercial bus shelter program resolved to permit advertising on bus shelters and that the City enter into agreements with private companies to supply, install, and maintain bus shelters. Council further resolved to refer the following procedures to the Standing Committee on Transportation for consideration and report:

- a) Grant a monopoly to one company for the entire City for a stated period. This is the arrangement requested by Decaux of France, but would require a public referendum.
- b) Permit several companies to provide shelters on a shared franchise basis.
- c) Proceed with formal tendering and accept the tender offering best value to the City.

The Committee this day considered a Manager's Report dated April 21, 1977, (circulated) in which the City Engineer evaluated the advantages and disadvantages of shared franchise and formal tendering arrangements and outlined specifications, guidelines, and conditions which should establish terms of reference for an agreement with one or more companies. The City Engineer, in the report, also discussed lighting for bus shelters.

Mr. J.E. Martin, Projects Engineer, addressed the Committee and advised following discussions with interested companies unanimous agreement had been reached that the requirement of a public referendum precluded the granting of an exclusive franchise to any one company. J.C. Decaux Company of France had some reservations about a shared franchise situation because it felt it might lead to price competition for advertising revenue. However, Seaboard Advertising was willing to participate and felt a shared franchise would be a practical arrangement.

The Committee was addressed by the following:

Mr. Dick Richards, J.C. Decaux Ltd., who advised Decaux did not believe a shared franchise was in the best interests of the City. He suggested the best solution, failing an exclusive franchise, would be to invite two companies to form a joint venture and submit a proposal. As a last alternative Decaux would be prepared to negotiate toward a shared franchise on an equal basis,

Cont'd . . .

Report to Council
 Standing Committee of Council
 on Transportation
 April 28, 1977

III - 5

Clause 4 Cont'd

based on the number of advertising panels involved. Decaux guaranteed a high standard of maintenance and agreed well-lit shelters were necessary. Mr. Richards distributed photographs of bus benches in the City which he described as poorly maintained.

Mr. J. Tierney, Seaboard Advertising, advised he did not come to the meeting prepared to discuss a joint venture, but his company was willing to proceed on the basis of a shared franchise. On the subject of lighting his company would be prepared to contribute towards the cost of lighting bus shelters, while recognizing not all shelters would require illumination.

Mr. Wilson Nicolle, Superior Signs Ltd., referred to the problems confronting the bench companies with sites located throughout the City. He advised a shadow was falling over the whole industry because the companies were subject to three-months notice and the future of bench sites was in question. Maintenance had been criticised, but the present uncertainty did not encourage a long-term capital cost program.

The City Manager made reference to concern expressed that a shared franchise may be considered an arrangement to maintain a minimum price for advertising and therefore would be illegal under the Combines Investigation Act. He advised the Director of Legal Services was of the opinion that the City could proceed and that such an arrangement would not contravene federal regulations.

During discussion the Committee emphasized the need for good lighting in shelters, particularly those located outside the well-illuminated downtown area.

In response to questions, Mr. R.C. Boyes, Deputy City Engineer, advised approximately 300 bus shelters were to be provided under the program and it was possible that a bus shelter could be placed at a location presently allocated to a bench company and that the company would lose the site following ninety days notice.

It was

RECOMMENDED,

- A. THAT the City Engineer and Director of Legal Services be instructed to negotiate and enter into shared franchise agreements with J.C. Decaux Company and Seaboard Advertising Ltd. for the supply, installation and maintenance of bus shelters with advertising according to the described conditions and specifications outlined in the terms of reference contained in the Manager's Report dated April 21, 1977.
- B. THAT the City Engineer be instructed to report back to the Transportation Committee on:
 - 1) the provision of lighting in bus shelters;
 - 2) the number of bus stop benches which will be eliminated with the implementation of the bus shelter program.

The meeting adjourned at approximately 4:50 p.m.

* * * *

FOR COUNCIL ACTION SEE PAGE(S) 14

IV

REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL ON FINANCE AND ADMINISTRATION

AND

STANDING COMMITTEE OF COUNCIL ON TRANSPORTATION

May 3, 1977

A joint meeting of the Standing Committees of Council on Finance and Administration and Transportation was held on Tuesday, May 3, 1977, at approximately 2:00 p.m. in the No. 1 Committee Room, third floor, City Hall.

PRESENT:	Mayor J.J. Volrich, Chairman	Alderman W. Kennedy
	Alderman M. Brown	Alderman D. Bellamy
	Alderman B. Gerard	Alderman M. Ford
	Alderman D. Marzari	Alderman M. Harcourt
	Alderman G. Puil	Alderman H. Rankin

ABSENT: Alderman W. Gibson

COMMITTEE

CLERK: J. Thomas

RECOMMENDATION:1. Provincial Transit Authority

On April 26, 1977, City Council considered a Manager's Report dated April 18, 1977, dealing with a draft brief to be submitted to the Provincial Government setting out requests in relation to the City's understanding of proposed Provincial legislation to establish a Provincial Transit Authority. Council, at that time, resolved that the draft brief be referred for discussion to a joint meeting of Finance and Transportation Committees, with authority to finalize the brief.

The Manager's Report, (circulated) commented on the draft brief submitted by the City Engineer and Director of Finance and offered some options as alternatives to positions taken in the brief. The brief presented the City's suggestions and requests which, it was felt, were essential to the successful creation of a transit authority operating in the Vancouver area and concerned itself largely with two basic issues:

- a) organization of the Authority and Vancouver's representation thereon;
- b) cost-sharing arrangements involving the City.

In a comparison between the proposals of the Province and G.V.R.D. (transit only) the Manager's Report pointed out the G.V.R.D. formula indicated Vancouver would bear a disproportionate share of the financial load and that a large part of the City's share would be from property taxes. It also appeared that, with the G.V.R.D. proposal the LRT financing aspects were incapable of working because of the financial burden imposed on the benefiting municipalities. The essential aspects of the Provincial proposal, while recognizing legislation has not yet been tabled and therefore is subject to adjustment, indicated the Province is prepared to pay 100% of the capital expenditures necessary for transit and would share the operating deficits on a basis of 50% Province and 50% local area. The Provincial proposal appeared to be much better from the City's point of view and would improve year after year compared to the G.V.R.D. proposal. A burden would be imposed on Vancouver in the initial years, possibly more than the G.V.R.D. proposal, because of the sharing of transit deficit with the Province. However, by 1985 the burden on the Vancouver taxpayer should be less than one-half of what it would be under the G.V.R.D. proposal and more likely in the order of one-third.

Mayor J.J. Volrich referred to Council's meeting a month ago with the Minister of Municipal Affairs, at which time, the Minister made it clear that the Provincial Government would introduce legislation setting up a Provincial Transit Authority at the next

Cont'd . . .

Report to Council
 Standing Committees of Council
 on Finance and Administration and
 Transportation
 May 3, 1977 IV - 2

Clause 1 Cont'd

Session of the Legislature. It was not known, at this time, whether the House would reconvene in June or September. However, it was felt Council's brief should be submitted as a comment on the City's understanding of what the Province's intentions were, in the hope of influencing the Government to modify its intentions in Vancouver's favour. This action would not preclude the continuation of discussions with the G.V.R.D. on its proposal for a Regional Transportation Commission in an effort to resolve the conflict bearing on a financing formula acceptable to the City.

The Director of Finance commented on financial aspects of the Provincial and Regional District proposals and stated the estimated cost to the Vancouver taxpayer expressed in 1977 dollars would be:

- a) G.V.R.D. proposal - \$32 million
- b) Provincial Government proposal - \$9 million

The G.V.R.D. figures had been projected on the basis of the consultant's estimate that an LRT system from Vancouver to New Westminster would cost approximately \$240 million. Nine million dollars represented 2 1/4 mills on the present tax levy, or about fifty dollars per year for an average single family residence in the City.

A member of the Committee questioned how the City of Vancouver with a 40% vote on the G.V.R.D. had been outvoted on a financing formula so clearly detrimental to Vancouver taxpayers.

Alderman Kennedy advised the G.V.R.D. Transportation Committee at its meeting on April 27, 1977, approved three resolutions, namely:

- "A. That, this Committee supports the combined Provincial/Regional Authority, with representation from both the Region and the Province, and

That, the Authority is responsible for planning transit in close correlation with Roads and Highways, and with close correlation between Transportation and Regional Planning, and

That, this position does not commit this Body to any financial formula.

- B. That, a Negotiating Group be formed with members being: Director Blair, Director Constable, Director Jones, Director Kennedy, Director MacDonald, Director Volrich.
- C. That, staffs get together and prepare comparisons of tentative Vancouver and GVRD proposals, and

That, as soon as we have definite information on the Minister's proposal, that the financial comparisons be done of that proposal."

Mr. R. Ayler, a Member of the Board of Trade Transportation Committee briefly addressed the meeting on the Board's position on regional transit proposals.

Following further discussion it was,

RECOMMENDED,

- A. THAT the brief be amended to support a financing formula of 75% (Province) - 25% (Region) with no reference to escalation.

Cont'd . . .

Report to Council
Standing Committees of Council
on Finance and Administration and
Transportation
May 3, 1977

Clause 1 Cont'd

- B. THAT the brief be amended to specify that the composition of the Vancouver regional representative body shall consist of the Ministers of Transportation, Municipal Affairs, and Highways, representative of B.C. Hydro, or the equivalent operating authority, three representatives from the G.V.R.D., one being from the City of Vancouver.
- C. THAT the brief as revised by the Director of Finance and Acting City Engineer, in accordance with the Joint Committee's instructions, and circulated with this report, be presented to the Provincial Government following further discussion with the G.V.R.D.
- D. THAT the City Engineer be instructed to prepare a separate brief on the planning of roads in the context of rapid transit intramodal movements.

The brief as revised by the Director of Finance and the Acting City Engineer is attached.

The meeting adjourned at approximately 3:35 p.m.

* * * * *

FOR COUNCIL ACTION SEE PAGE(S) 14

PART REPORT TO COUNCIL
STANDING COMMITTEE OF COUNCIL
ON COMMUNITY SERVICES

V

MAY 5, 1977

A meeting of the Standing Committee of Council on Community Services was held on Thursday, May 5, 1977, in Committee Room No. 1, Third Floor, City Hall, at approximately 1:30 P.M.

PRESENT: Alderman Rankin
Alderman Bellamy
Alderman Ford
Alderman Marzari

ABSENT: Alderman Gerard

COMMITTEE CLERK: H. Dickson

RECOMMENDATION

1. Carnegie Building - Hastings and Main

The Committee had before it for consideration a Manager's Report dated April 28, 1977 (copy circulated) in which the Director of Social Planning and the City Architect reported on redevelopment of the Carnegie Library at Hastings and Main. Accompanying the Manager's Report was a booklet report by Downs/Archambault - Architects prepared for the City and giving detailed explanations of space usage and cost recommendations for redevelopment of the building.

Appearing before the Committee on this matter were the Director of Social Planning, the City Architect, Mr. Barry Downs and Mr. Dave Galpin, Architects, and members of the Carnegie Planning Advisory Committee which includes representatives of the Library Board, the School Board, Park Board, Vancouver Community College, Chinatown Historic Advisory Committee, Downtown Eastside Residents' Association, Japanese Community Volunteers, Vancouver Community Arts Council and the Strathcona Property Owners & Tenants Association.

It was noted that in the Manager's Report the Director of Social Planning and the City Architect are recommending that Council approve the schematic plan and proposed uses for the Carnegie building as determined by the Consultants' report, including two additions to the building; approve the retaining of the architectural firm of Downs/Archambault to complete working drawings; and approve the expenditure of funds from the Supplementary Capital Budget for architectural and engineering fees. Approval of these recommendations will cost \$1,512,320.00.

Speaking to the report, the Director of Social Planning advised that the Carnegie Planning Advisory Committee had considered at length the size of the library facility to be included in the building and that the recommendation for 1800 sq. ft. of library space is smaller than a branch library but provisions would be made for expansion.

The Director of Social Planning advised that the additional cost of \$17,000.00 to prepare working drawings including both additions A and B, is recommended because with both additions, the building becomes much more flexible and increases the City's chances of securing additional sources of funds.

It was noted that of the total capital cost of \$1,512,320.00, the City has already allocated \$650,000.00.

Continued . . .

Part Report to Council
 Standing Committee of Council on Community Services
 May 5, 1977

(V-2)

Clause No. 1 Continued

The Director of Social Planning pointed out that operating costs are difficult to predict at this stage but that an estimate of operating costs for the first year is approximately \$175,000.00.

The Director of Social Planning advised the Committee he is very optimistic the Provincial Government will approve a grant of \$333,000.00 toward the capital costs. He further advised that he has approached several Canadian foundations for financial grants and three have indicated interest; two for capital grants and one for a small operating grant. He advised the Committee that there is every possibility that all required funding will be secured; however, he could give no guarantee of this.

With the aid of large drawings, Architects Barry Downs and Dave Galpin explained to the Committee the space allocations and the additions proposed for the building.

It was pointed out that Addition A is necessary and provides a required stairway and elevator and that Addition B makes the building a more viable development. Mr. Downs recommended the City approve the renovations including additions A and B.

During consideration by the Committee, concern was expressed by one member that a branch library may not be required in this neighbourhood. A representative of the Library Board advised that it is the policy of the Board to support a reading room in this building and not a full branch library.

The Director of Social Planning replied that the provision is for 1800 sq. ft. of library space which is smaller than a branch library and slightly larger than a reading room. He advised that the proposed library space reflects the view of the Carnegie Planning Advisory Committee.

Mr. A. Langley, City Architect, advised the Committee that Addition A is mandatory and that the cost of planning Addition B is small compared with the potential additional funds which may be secured from private foundations. He recommended the City proceed with working drawings, including additions A and B.

It was the feeling of the Committee that the City should proceed with working drawings, including additions A and B, and that the Director of Social Planning could report to the Committee at a later date on his efforts to secure additional funding from private sources.

Speaking to the recommendations, the Director of Social Planning advised that the second recommendation should be amended slightly as the current Architectural Institute of British Columbia fee schedule is being revised.

Following further discussion, it was

RECOMMENDED

- A. THAT Council approve the schematic plan and proposed uses for the Carnegie Building as determined by the Consultants' report, inclusive of addition B.
- B. THAT Council approve retaining the architectural firm of Downs/Archambault to complete working drawings at the standard fee schedule.
- C. THAT Council approve the expenditure of funds from the Supplementary Capital Budget for Architectural and Engineering fees, subject to appropriate reduction for previous work carried out.

FOR COUNCIL ACTION SEE PAGE(S) 14

REPORT TO COUNCILSPECIAL JOINT COUNCIL/PARK BOARD COMMITTEE
RE JERICHOVI

APRIL 28, 1977

A meeting of the Special Joint Council/Park Board Committee was held on Thursday, April 28, 1977, in Committee Room No. 1, Third Floor, City Hall, at approximately 12:15 P.M.

PRESENT: Alderman Ford
Alderman Harcourt
Alderman Puil
Park Commissioner Bain
Park Commissioner Fraser
Park Commissioner Wainborn

COMMITTEE CLERK: H. Dickson

At an informal meeting of Vancouver City Council and the Board of Parks and Recreation on Wednesday, April 20, 1977, it was agreed to establish a Joint City Council/Park Board Committee comprising of three members from each body to recommend to Council and the Park Board political decisions on the future of the Jericho hangars.

At its meeting on Tuesday, April 26, 1977, the Council was advised that the Park Board appointees were Commissioners Bain, Fraser and Wainborn, and at that meeting Council appointed Aldermen Ford, Harcourt and Puil as its representatives on this Special Committee.

Subsequently, the Mayor appointed Commissioner Bain and Alderman Ford as Co-Chairman.

It was agreed that Alderman Ford would chair today's meeting.

The meeting opened with a brief review by Consultant Mr. Ron Bain of the Park Board's plans for development in Jericho. It was explained the proposals of the Park Board include removal of a portion of the marginal wharf, development of a protected swimming area, a boat launching facility, pier with boat lifting crane, boat storage for 650 boats, boat drop-off area with parking for approximately 160 cars and playground and passive areas.

The original proposal envisaged removal of Hangar Nos. 3 and 6 of the three located closest to the water.

Park Board Planner Larry Foster, with the aid of a drawing, reviewed the proposed developments, explaining that Hangar No. 5 may be retained and that no decision on Hangar No. 6 has been made pending a final decision on what will be done with Hangar No. 5. Retention of an "indoor-outdoor" component in either Hangar No. 7 or 8, or replacement with a new structure, is envisaged.

It was noted from Mr. Ron Bain's submission that use of Hangar No. 5 has a critical bearing on traffic access and parking requirements.

Provincial Fire Marshal Mr. Henry Jenns explained that he had met with City building inspectors, the Fire Warden and the Park Board's architect and that minimum requirements for upgrading Hangar No. 5 had been spelled out and the architect had submitted cost estimates of meeting these requirements.

Continued . . .

Report to Council

Special Joint Council/Park Board Committee Re Jericho
April 28, 1977

(VI-2)

Mr. Jenns, in response to a question from the Committee, replied that the requirements are contained in the National Building Code and that Hangar No. 5 was not required to be brought up to National Building Code's standards during last year's Habitat Conference because the building had been placed under Federal jurisdiction and the requirements did not apply.

Mr. Jenns explained that if the building is put into use without meeting the National Building Code requirements, a charge will be laid.

Architect Ron Howard advised that the estimated cost of bringing Hangar No. 5 up to full compliance with all applicable National and City regulations is approximately \$322,000.00, including new washrooms and upgrading to meet earthquake standards.

Mr. Howard admitted this estimate contains contingencies and that the total cost could possibly be reduced.

The City's Director of Finance advised that the City had allocated a total of \$1,845,000.00 to the Park Board for 1977, of which \$1,025,000.00 has been earmarked for parks development and redevelopment. Of this amount, approximately \$310,000.00 is allocated for Jericho park work in 1977. In addition, there is approximately \$240,000.00 remaining of some \$500,000.00 allocated to the Park Board from the sale of the City property in the vicinity of Jericho.

The Director of Finance also advised that there is \$1,200,000.00 in unallocated supplementary capital funds in City Council's 1977 budget.

Park Board representatives advised that the Board has applied for funding under the Canada Works Program for landscaping and this would bring in approximately \$60,000.00.

It was suggested by Council members on the Committee that \$250,000.00 should be reallocated toward upgrading Hangar No. 5; however, Park Board representatives replied that if this amount of money was spent on the building, up to another \$750,000.00 might be needed to make the building acceptable to the public as a summer pavillion.

The Council's representatives noted that what the Committee was facing was a determination of priorities of Jericho park development and a reallocation of funds.

Following discussion, it was

RECOMMENDED

THAT City Council request the Park Board to reallocate Jericho park development funds to a total of approximately \$625,000 to be spent as follows:

\$250,000.00 to be spent this year to upgrade Hangar No. 5 to meet National and City building regulations.

\$100,000.00 to be allocated for development of the sailing centre.

\$275,000.00 to be allocated for development in the remainder of Jericho park.

Continued. . .

Report to Council
Special Joint Council/Park Board Committee Re Jericho
April 28, 1977

(VI-3)

Sources of funds as follows:

\$310,000.00 already allocated for Jericho
\$240,000.00 remaining from the proceeds of the sale
of City property in the vicinity of Jericho
\$ 60,000.00
to 80,000.00 from the Canada Works Program

(It was agreed that Park Board could discuss this recommendation at its meeting on Monday, May 2, 1977, and subsequently make submission to Council on May 10, 1977.)

It was AGREED that the next meeting of the Committee would be at 12:00 Noon on Thursday, May 12, 1977.

The meeting adjourned at approximately 1:55 P.M.

FOR COUNCIL ACTION" SEE PAGE(S) 15